

ISRAEL AND MIDDLE EAST

Barlev thinks new war unlikely

From Geoffrey D. Paul—Tel Aviv

A continuation of the present Middle East ceasefire is a realistic possibility, since none of the nations involved—Egypt, Israel, America and the Soviet Union—wants a resumption of fighting. This view of the situation was put forward by Lieutenant-General Haim Barlev, Israel's Chief of Staff, on Tuesday, when addressing journalists at a Foreign Press Association luncheon here.

He said that no one could be sure that a resumption of hostilities would change the existing situation. However, he did not rule out the possibility of hostile Egyptian action and warned Cairo against beginning another war.

"There should be a fresh outbreak of fighting. I am confident that Egypt will by no means find itself in a better position afterwards than today. . . I am sure we shall continue to hold all the ceasefire lines we hold today," General Barlev declared.

In addition that he was also "pretty sure that we shall be able to create such military pressure on Egypt that she will have to come to the same conclusion she came to ten months ago—that the Egyptians and other Arab countries cannot achieve anything (by military means) and that the only way to solve the situation is not on the battlefield."

The Chief of Staff said that it was unrealistic to expect a fully fledged peace with the Arabs in the foreseeable future. This was because the Egyptians wanted total Israeli withdrawal from all the occupied territories. The Israeli Government was not going to accede to this.

"We do not claim the Suez Canal as our final border, but we definitely claim that it will not be the

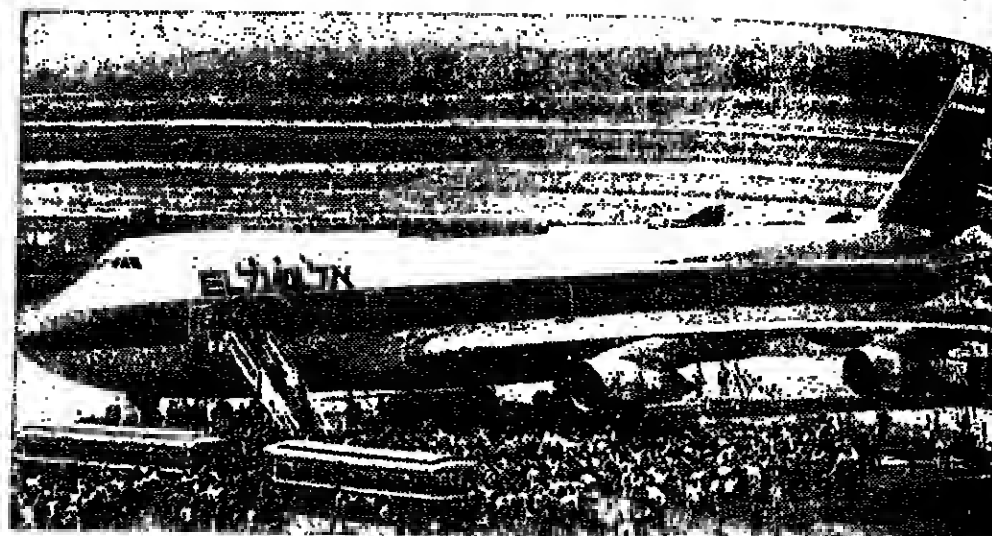
line along which the Egyptians concentrated their divisions just four years ago," he stated.

General Barlev's evaluation that fighting will not be renewed in the Middle East is believed to be based on a number of assumptions. The prime one is that the Soviet Union's major interest is no longer rooted in the Arab-Israeli conflict. She is now looking beyond the Middle East to North Africa, the East African littoral and Asia as part of her long-term global policies.

Israel considers that Moscow is unlikely to put at risk its Egyptian air bases, its Alexandria naval base and a second being built at Marsa Matruh by backing the Egyptians in a military adventure against Israel with an unpredictable outcome.

In fact, the Russians can exercise a restraining influence on Egypt. They have so deeply penetrated the Egyptian armed forces that the possibility of Cairo making a surprise attack on Israel can be ruled out.

And the Israelis are not convinced that the Egyptians can mount an offensive across the Suez Canal, despite all the training and weapons they have received from the Russians.



El Al's first Junco jet at Lydda airport after flying from New York via London. To mark the occasion, Mrs. Golda Meir, the Israeli Premier, cut a ribbon at the airport and hundreds of guests in toning the captain and crew of the aircraft and El Al.

Cairo's \$650m war budget

Cairo

A record Egyptian military budget of \$650 million, an 11 per cent (\$73 million) increase on last year, was announced at a press conference here last week by Abdel-Aziz Mohamed Hejazi, the Finance Minister.

The new budget includes provisions for civil defence and national security. President Sadat said in his latest speech that the chances for peace in the Middle East were no more than one per cent.—(Reuters)

Zim is zooming

From our Correspondent Jerusalem

Israel's national shipping line, the Zim company, doubled its net profit last year to nearly \$3 million and repaid debts totalling \$8 million. It now operates a fleet of 137 ships, including 37 chartered vessels flying foreign flags.

Druse chief held on spy charge

From our Correspondent

Sheikh Kamal Kanj Abu Salah, 60, the leader of the Golan Heights Druse, has been arrested on charges of spying for Syria. The arrest was made three weeks ago, but was announced only at the end of last week. Nine other suspects were arrested with him.

It is known to have been in close touch with several Israeli political leaders—he has acted as host to the Deputy Premier, Mr. Yigal Allon, on a number of occasions—and his arrest came as a complete surprise.

The Sheikh's home village, Maj-

dal Shams, was Syrian. Israel captured the Golan Heights during the Six-Day War in 1967. The Sheikh was a former member of the Parliament and the leader of the Druse community in the Golan Heights. He was recently appointed commander of the Druse trit.

Israeli officials said that Kanj was arrested after he was found in his village had been by troops who then entered one inside to come out the first to do so.

Among items found in the house were military maps, newspaper clippings, a military topic, a Kalashnikov rifle and a revolver.

The 5,000 Druse in the Heights were reported to be 30,000 Israeli soldiers after Six-Day War in 1967. The Druse in Israel are almost all loyal to the Jewish State, like Israeli Arabs, said Israel Defence Forces.

Their esoteric religious beliefs were founded in Egypt some 2,000 years ago. The Druse believe the father-in-law of Jesus.

Old synagogue identified

From our Correspondent Jerusalem

A large public building dating from the Talmudic period (about 200 to 500 ce), first discovered by Israeli archaeologists on the Golan Heights after the Six-Day War in 1967, has now been positively identified as a synagogue of the Talmudic period.

About 57 feet long and oriented from north to south, like many other ancient synagogues in northern Israel, the building was discovered at Kusein, about eight miles east of the Hesi Yuncov bridge across the River Jordan.

Among the finds made at the site are a doorknob carved with a menorah and a peacock, carved columns and capitals, and a bench for worshippers built against the inner walls of the synagogue.

Kusein lies at the centre of an area now proved to have been the heart of a flourishing Jewish community during the Talmudic period.

No changes in Middle East, says U Thant

From our Correspondent—United Nations

U Thant, the Secretary-General of the United Nations, has bluntly swept away with a wave of the hand all that has happened in the Middle East in recent weeks—the Suez Canal initiative, the 15-year Egyptian-Soviet pact and everything else.

"There have been no important or significant developments in the past few weeks or for months since the initiative of Mr. Jarring in February," U Thant declared.

He was referring to Mr. Jarring's questions to Cairo and Jerusalem as to whether the former would be ready to conclude a peace with Israel, if certain conditions were met, and whether the latter would be willing to withdraw to the "international frontiers" existing before the Six-Day War.

U Thant was giving his views at

Adams arrives

From our Correspondent

Mr. Michael Adams, Director of Information of CAABU (Committee for Advancement of Arab Understanding), is on a visit to Israel. Among those seen is an old friend, Mr. Shodgrass, the British General in Jerusalem. Mr. Adams is staying in the East Jerusalem YMCA.

Chief Rabbis differ in bastardy case

From our Correspondent—Jerusalem

Chief Rabbis, the Ashkenazi Chief Rabbi of Israel, is of the opinion that they may be prejudiced, said Rabbi Unterman.

The bastardy issue concerns two brothers, one a serving soldier in a fighting unit of the Israel Defence Forces, who are mamzerim according to the ruling of Israeli rabbis.

The Defence Minister, Mr. Moshe Dayan, is trying to help the brothers in their efforts to have the stigma of mamzerim removed and has made the case his own.

The story goes back over 30 years, when the mother married a non-Jew who converted in Poland. During the Second World War, the couple separated, and the mother eventually went to Israel. There she married again, and the two men ruled mamzerim are the sons of her second marriage.

When she married in Israel, the mother did not disclose her first marriage in Poland. When the details came to light, the rabbis ruled that she was still married to her first husband, that the second marriage was not valid and was an adulterous union, and that the two sons of the second marriage were therefore mamzerim.

Rabbi Unterman said in an Haaretz interview that there were now plenty of converts to Israel whom mamzerim could marry. However, the bastardy issue was marginal. There were more pressing matters to be attended to. Every effort should be made to heal the split in the Chief Rabbinate.

Unterman's educational background is higher than the average of the population: 44 per cent came in 1970 possessed degrees, compared with 10 per cent among the general population.

Among items found in the house were military maps, newspaper clippings, a military topic, a Kalashnikov rifle and a revolver.

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any young

From our Correspondent Jerusalem

123,000 immigrants have come to Israel since the 1967 War. Of these, 45,000 have come from Europe, 24,000 from America, 11,000 from Latin America, 11,000 from North Africa, and 3,500 from Australia and South Africa.

Of the immigrants were 34 per cent being aged 10 and under, 40 per cent between 11 and 20, and 26 per cent were 21 and over.

Of the immigrants' educational background, 44 per cent had completed high school, 34 per cent had completed college, and 22 per cent had completed university.

Of the immigrants' religious background, 44 per cent were Jewish, 34 per cent were Christian, and 22 per cent were Muslim.

Of the immigrants' marital status, 44 per cent were single, 34 per cent were married, and 22 per cent were divorced.

Of the immigrants' occupation, 44 per cent were unskilled, 34 per cent were semi-skilled, and 22 per cent were skilled.

Of the immigrants' income, 44 per cent were below the poverty line, 34 per cent were between the poverty line and the minimum wage, and 22 per cent were above the minimum wage.

Of the immigrants' housing, 44 per cent were in public housing, 34 per cent were in private housing, and 22 per cent were in owner-occupied housing.

Of the immigrants' health, 44 per cent were in poor health, 34 per cent were in fair health, and 22 per cent were in good health.

Of the immigrants' education, 44 per cent were illiterate, 34 per cent were primary school level, and 22 per cent were secondary school level.

Of the immigrants' employment, 44 per cent were unemployed, 34 per cent were underemployed, and 22 per cent were fully employed.

Of the immigrants' social life, 44 per cent were isolated, 34 per cent were semi-integrated, and 22 per cent were fully integrated.

Of the immigrants' cultural life, 44 per cent were alienated, 34 per cent were semi-assimilated, and 22 per cent were fully assimilated.

Of the immigrants' political life, 44 per cent were apathetic, 34 per cent were semi-engaged, and 22 per cent were fully engaged.

Of the immigrants' religious life, 44 per cent were non-religious, 34 per cent were semi-religious, and 22 per cent were fully religious.

Of the immigrants' moral life, 44 per cent were amoral, 34 per cent were semi-moral, and 22 per cent were fully moral.

Of the immigrants' spiritual life, 44 per cent were unspiritual, 34 per cent were semi-spiritual, and 22 per cent were fully spiritual.

Of the immigrants' overall life, 44 per cent were miserable, 34 per cent were semi-satisfied, and 22 per cent were fully satisfied.

Youth riot in soccer dispute

From our Correspondent Tel Aviv

Police claim to have found 24 petrol bombs in the home of a youth living in the slum quarter of Hativka here after violent demonstrations on Sunday and Monday over a football match which was never played.

Bnei Yehuda, the Hativka quarter's favourite team, would have been saved from relegation in the National League if they won Saturday's match against Holon Hapoel, but the Holon team did not turn up.

During the next two days the Hativka youth staged their violent protests in support of their claim that their team should be awarded a walk-over and the points which would prevent relegation.

Hundreds of youths turned up on Monday evening outside the Football Association's headquarters in central Tel Aviv and pitched battles with police windows were smashed, cars and buses stucked and four policemen were hurt. More than twelve youths were arrested.

The youths were particularly angry at a report that the association would order a replay. An association spokesman said later that discussion had been postponed in view of the disturbance.

The Hativka quarter houses Tel Aviv's equivalent of Jerusalem's Black Panthers.

Religion test for parents

From our Correspondent Jerusalem

The Jerusalem municipality and the Israeli Education Ministry are reported to be inquiring into allegations that parents must sign a declaration that they are observant before their children are admitted to State religious schools in the capital.

This infringes the statutory requirement that State schools must be open to all.

The press has also reported examples of children at such schools being warned that they would be expelled if they did not observe the religious laws at all times.

One girl was suspended for a few days because she was seen wearing trousers outside school hours.

In Israel, 65.5 per cent of primary school pupils attend State schools; 23 per cent attend religious schools; and 6.5 per cent attend independent religious schools. Free compulsory primary education for children between five and 14 years is partly financed by the State and partly by local authorities.

'Answer' to canal missiles

Tel Aviv

Israel's Air Force has found the answer to the Soviet missile line up on the Suez Canal, an anonymous squadron commander said in a radio programme last week marking the fourth anniversary of the Six-Day War.

The officer, who leads a squadron of American-built Phantom jet fighters, said that the air force had exploited the ceasefire in training and operational reappraisals to develop new combat techniques to meet the missile problem.

With the "Americanisation" of the air force, it had attained an unprecedented level of striking power. "Far superior to anything we were able to muster when most of our equipment was French-made."

France still withholds delivery of its Mirage fighter aircraft, Israel bought before the Six-Day War.—(Reuters)



Israeli troops search a bag carried by a Gaza Arab after four grenade incidents and five murders in the Gaza Strip at the week-end. In two of the grenade attacks, two Israeli soldiers and five Arabs were wounded. In the two other grenade incidents in which Arab terrorists attacked Israeli Army patrols, one Arab terrorist was killed and another wounded.

Gaza terrorists gaoled

From our Correspondent—Jerusalem

An Israeli military court has sentenced nine senior commanders of the Popular Front for the Liberation of Palestine to prison terms ranging from life to 20 years last week.

They had pleaded guilty to murdering 13 Arabs and injuring more than 60 in the Gaza Strip, and killing two Israeli soldiers and wounding four others in clashes with Israeli security forces in the Strip.

They also admitted carrying out dozens of acts of sabotage, robbery and assault.

Major Aharon Sapir, the court president, said that the men made up the most important Arab terrorist group captured in Israeli-occupied territory since the 1967 Six-Day War.

The Arabs faced more than 74

charges. The court rejected their plea that they had acted from ideological motives.

Although the number of border and terrorist-inspired incidents increased to 78 last month from 31 in April, no Israeli soldiers or civilians were killed by enemy activity during May.

The largest increase in the number of incidents was reported on the Syrian border—21 in May compared with six in April. Of the 16 Israelis injured by sabotage action during May, no fewer than 13 were wounded in Gaza.

ALYN ORTHOPAEDIC Hospital, recently opened in Jerusalem for the care and education of severely disabled children, is the first of its kind in Israel.

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OVERSEAS NEWS

Four new trials of Soviet Jews

From our Special Correspondent on East European Affairs

A number of trials of Russian Jews will be held this month. The first was due to begin yesterday (Thursday) in the Ukrainian provincial town of Vinnytsa. There, Alexander Gorbach, a 35-year-old engineer, will be tried on charges of "involvement in private economic activity." Until he was arrested, Mr Gorbach lived in Kharkov, one of the principal cities of the Ukraine.

Mr Gorbach was employed at the Giprostat Institute in Kharkov until last December, when he was dismissed because of bad health—he has a seriously diseased left eye and had spent a long time in hospital receiving treatment for it.



Anatoly Goldfeld

Also in December, he applied for permission to emigrate to Israel and was threatened with arrest by the security police (KGB). He was in fact detained for several hours at the beginning of February, 1971, to "find out what you are living on."

Twelve days later, his flat was searched by the KGB, who removed every piece of paper containing the words "Jew" and "Israel."

Petition

On March 23, Mr Gorbach and 38 other Soviet Jews entered the Moscow office of the Soviet procurator-general and presented a petition protesting against the pending trials in Leningrad, Riga and other cities. He was arrested and sentenced to two weeks in jail for "petty boogymism."

After declaring a hunger strike in Moscow prison, he was transferred to Kharkov, where his gaolers forcibly fed him. The hot milk they poured into his mouth scalded his throat, and when he was released from prison, his health was so bad that he had to enter hospital.

Mr Gorbach's trial will be followed on Tuesday by one in Odessa, where 35-year-old Mrs Raiza Palatnik will face charges of "slandering the political and social system of the Soviet Union."

Mrs Palatnik, a librarian in Odessa until her arrest in December, 1970, refused to kneel in order to admit her "guilt," she was sent to a mental hospital. However, the doctors who examined her da-

clared her sane and she was transferred to prison.

Two days after Mrs Palatnik goes into the dock, Valery Kukui, 33, will be tried in Sverdlovsk on a charge of "slandering the social and political system of the Soviet State."

His "crime" was to have signed—along with seven other Soviet Jews—a strongly worded letter to the Soviet authorities, protesting against the first Leningrad trial last December (the "hijacking trial").

After the Kukui proceedings are under way, the fourth trial is scheduled to take place in Kishinev on June 21. There will be nine defendants, six from Kishinev and three from Leningrad. Details of the charges against them are as yet unknown.

Their names are: Alexander Halperin, 28; David Rabinovich, 24; Semyon Levit, 24; Harry Kirschen, 25; Arkady Voloshin, 25; and Abraham Trachtenberg, 24—all from Kishinev; David Chernoglav, 32; Anatoly Goldfeld, 25; and Millel Shur, 34—all from Leningrad.

Mr Yudel Spungin, a Jew who tried to enter the Riga courtroom during last month's trial of four Jews, was gaoled for ten days for his pains. He was released this week.

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KGB threat

From our Correspondent
Halla

Colonel Pavlovsky, the KGB chief in Riga, has boasted that the long hand of the Soviet security police can reach Soviet Jews who have emigrated to Israel and has implied that the KGB is operating there.

This was stated by Mr Yuri Kagan, a 27-year-old Soviet-Jewish pianist and a close friend of the four Jews sentenced to jail terms in Riga last month, when he arrived here last week.

Russians bar
Negro
from court



Professor Henry S. Levin

Although the Soviet Union has granted permission to observers to the forthcoming trial in America of Angela Davis, a Negro Communist, authorities in Riga refused to attend the trial there of four Jews two weeks ago.

The Soviet refusal is ironic because the professor, Henry S. Levin, of California University in Los Angeles, a leading member of the conference of Negro lawyers for the defence of Angela Davis, is in London on his way to visit Riga, Moscow and Leningrad, to see that the Jews are not denied the right to be defended by several Jewish attorneys to attend the trial.

"I made my application to court authorities as soon as I arrived on May 24," Levin said, "but was told that I was not to be admitted to the trial should have applied before my arrival in the Soviet Union," Professor McGee said.

HOME NEWS

United Synagogue link with Israel

Jewish Chronicle Reporter

I was one of the leaders of Anglo-Jewry I would be very about your younger generation. I get the impression that they are drifting away from Judaism." The Israeli Ambassador, Michael Comay, gave this warning to a conference called by the United Synagogue's Israel Committee on Monday.

organisation and Israel did not "concern its affairs."

At Monday's meeting the US, as Mr Levin said, for the first time greeted an Israeli Ambassador officially.

The chief Rabbi set out a detailed plan of action for the committee. Its purpose, he said, was to discuss "the need to identify the US collectively with all forms of service to Israel and to establish machinery to co-ordinate, direct and intensify these efforts."

One of its major purposes should be to harness the talents and experience of the many people who had not so far identified themselves with the cause of Israel and to whom the community could have access only through their membership of the US.

The Israel Committee should assist in promoting emigration and tourism to Israel and hospitality for the many Israelis living here, and provide a "United Synagogue presence" in Israel through special projects.

Mr Comay said Israel was being seriously criticised because it was not governed by traditional Jewish law and because it unduly restricted personal liberty on religious grounds. Those criticisms were couched in diaspora terms, where there was the perpetual problem of preserving Judaism in a non-Jewish environment.

"Israel will always remain a Jewish State, if not in religious terms, then in others equally fundamental," the Ambassador added.

ides prefer
Synagogues

A transparent
forgery

Jewish Chronicle Reporter

one out of over a dozen bride and bridegrooms who were married by the Jewish Rabbis, Dr Mervyn Stock, who said last week that all should marry in register and only those "who want to have more" should also have a religious ceremony.

Dr Lewis, of London, said a marriage without a religious ceremony would mean "a very great part in Jewish life. Even those who were not so devout respected religion and therefore a marriage and the religious bonds would be a very significant thing."

A synagogue wedding is just what Mrs Zandee Norton, of Park Road, in a register, she added, "it goes so well and so another thing which is so important about it." Mrs Norton was not religious but she thought the surrounding atmosphere was more memorable than the only held in a register.

the memories which might recall for a lifetime a synagogue wedding in the old synagogue in the old building. The atmosphere, she said, was so deep and so meaningful that she was not religious, she believed in the Jewish faith.

Dr Norton, of Hendon, said in a register office meant the ceremony in a synagogue was a combination of religion and emotions.

Jewish Chronicle Reporter

Arab (or pro-Arab) propagandists thought up a new trick for the fourth anniversary of the Six-Day War.

A number of public men in Britain last week received by post from Paris a pamphlet purporting to have been issued by the "Organisation and Information Department, POB 92 Jerusalem, Israel," which is, indeed, the address of the World Zionist Organisation.

It had on its cover the inscription "Israel" both in English and Hebrew as well as a large Magen David with the date June 5, 1967, when the war broke out.

But the postal address of the WZO (Jewish Agency) and the date of the Six-Day War were the only two accurate pieces of information in the whole leaflet, a crude forgery, written in atrocious English.

Israel was depicted by the forgers as an expansionist State, and Zionists made to appear disloyal citizens ready to sacrifice Britain, their native land, for their loyalty to Israel.

In its declaration to Jews on the fourth anniversary of the June war, the pamphlet called on them to protest at the "rising antisemitism" officially accepted in the Communist countries and in the West and "when it does not suffice (to conduct) a universal boycott of the antisemitic governments and nations, of which Britain is listed as one."

The forgery also stated that "Now every Jew in diaspora must have the courage of declaring openly the double loyalty. Every Jew has one homeland only—Land of Israel. Every Jew's duty is to defend and consolidate the position of Israel by all accessible means without regard to interests of the country he lives in."

Housewives keep vigil for Soviet Jewess

Jewish Chronicle Reporter

A petition to the Soviet Government on behalf of Mrs Raiza Palatnik, a 35-year-old Russian Jewess who is going on trial in Odessa next Tuesday, was signed by more than 200 visitors to the Book Bang in Bedford Square on Monday.

London Jewish housewives collected the signatures after they had staged a demonstration during readings from the works of Alexander Solzhenitsyn.

Five women dressed in black and holding up placards demanding the release of Mrs Palatnik stood on the platform during the reading, while more than 50 lined the entrance to the tent where the event took place.

The women, who have held several 24-hour vigils outside the Soviet Embassy, have also picketed Intourist, the Soviet travel agency, in Regent Street every day this week.

Their posters pleaded with Mr S. Tsurupkin, a deputy Soviet Foreign Minister who was visiting London, to stop the persecution of Russian Jews and allow those who wished to emigrate to Israel. Members of the Emergency Committee for Soviet Jewry waved protest placards at him when he visited Sir Alec Douglas-Home, the Foreign Secretary, on Tuesday.

In protest at the trial of Mrs Palatnik, British Hermit again manned a van, plastered with placards, and broadcast an appeal to Londoners on the street to support the cause.

On Sunday university students tried unsuccessfully to deliver at the Soviet Embassy a petition on behalf of Leonid Kofetinsky, a young Kharkov Jew who was drafted into the Soviet Army and posted to Siberia.

The 35 group is planning to stage a demonstration next Tuesday morning when Mrs Palatnik's trial is due to start.



Members of "the 35s" have been keeping vigil outside the offices of the Soviet tourist agency, Intourist, on behalf of Raiza Palatnik, who is to be tried in Odessa next week

No longer timid

During the 'sixties, when Mrs Rayn Jaglom was in Moscow, she found Soviet Jews "timid and frightened," but that had changed. Now they had found the courage to sign petitions and appeals to get visas for Israel.

Mrs Jaglom, president of world Wizo, spoke of her experience to Moscow when she addressed a meeting of the Federation of Women Zionists in London on Tuesday.

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He closes chapter of agony

Elie Wiesel's collection of tales and essays entitled "One Generation After" (just published by Weidenfeld and Nicolson) is not only his final summation of the Jewish and human condition 25 years after liberation from the Nazi death camps of which he himself is a survivor.

If he is to be believed, this latest book, his tenth, also marks his own liberation from the nightmare of the "dark kingdom of Auschwitz," the central theme of all his writings.

Elie was not yet 16 when, in the spring of 1944, he was taken from his native Hungarian townlet in the Chasidic belt of the Carpathians, Sighet, to Auschwitz and Buchenwald, where his parents and sister perished. He himself was saved by the arrival of the American Army and brought to Paris, which became his literary homeland, though he is a citizen of the United States with a wife and a home in New York from which he regularly commutes to both Israel and France.

Although even now Wiesel firmly believes that "no one has the right to speak for the dead" — that "by its uniqueness the Holocaust de-

fies literature" — he has, in fact, written virtually about nothing else. Ever since his first book "Night" appeared in 1958, all his works (most of them written in French) have, in one way or another, been devoted to the single subject of Jewish survival, even amid the Holocaust.

For even his moving "personal report on Soviet Jewry" (called "The Jews of Silence"), the first comprehensive account of the remarkable renaissance among the young and his more recent masterpiece "A Beggar in Jerusalem" dovetailed with his main pre-occupation — the Jewish condition after the Holocaust.

However, he sees, his role rather as that of the surviving witness. But so immense was the event that even "the storyteller who sees himself essentially as a witness" has to face what Wiesel calls the dilemma and the drama of "the messenger unable to deliver his message. How is one to speak of it, how is one not to speak of it?"

With his latest book, Wiesel intends to close the chapter of night and agony. Even before it was published he told this newspaper in an interview that "from now on, I shall



Study of Elie Wiesel by Peter Fisher

write other things — or perhaps the same things in different disguises. . . . The Holocaust will remain present — present, perhaps, by its very absence — yet without becoming visible."

He now adds: "The era of the moon opens at the very moment that, reluctantly, the age of Auschwitz comes to a close. Still, though we already know the secret face of our satellite, we will never fully know the other face of Auschwitz. . . . The ghosts will have to accept the inevitable. Soon there will be no one left to speak of them, no one left to listen."

Wiesel, who is a Chasidic mystic as well as a universalist intellectual, deeply believes that next to the giving of the Torah the Holocaust was the most important event in the history of mankind. It was Auschwitz that paved the way to the horrors of Hiroshima, Bletta and Enst Poklan and which keeps

the world on the edge of destruction.

During his visit to London last week he told me that the tremendous interest which the non-Jewish world was showing of late in Judaism and all things Jewish — the new translations of the Bible, Talmud and Zohar; the popularity of Jewish books, Jewish plays; the adoption of Martin Buber as a universal prophet — were all due to a feeling that the traditional Jewish condition has become relevant to the general condition of mankind as a whole.

"For 2,000 years Jews have always lived on the edge of extinction and yet have survived. Now that all mankind finds itself on the same edge and does not seem to know what to do about it, it is turning to us, the experts in the art of survival, for the key."

GABRIEL REY

MEMORIAL

A liberal Christian

It was the mark of the men that when he lay dying he told his wife that he would like his old comrade-in-arms in many a humanitarian cause to take part in his funeral service.

And so it was that Rabbi Dr Abraham Joshua Heschel read a psalm at the last rites for the Rev Reinhold Niebuhr, just as he had done at the funeral of another old Christian friend, Dr Martin Luther King.

Niebuhr, one of America's leading theologians — he always denied the appellation, or even that he was a theologian — died in his home in Stockbridge, Massachusetts, last week at the age of 78 after a fruitful lifetime preaching the lessons of the Prophets of old.

He was the architect of a complex religious philosophy which was based on the fallibility of man whose original aim is pride, and whose pretensions beyond the love for God and his fellow man are false and absurd.

In many ways, he was in one camp with those Jewish scholars who see in religion and the worship of God the way to heal man's heart, to a better "this world," rather than the promise of a world to come. And so he worked in the political arena most of his life to improve the world that is. There he became the mentor of scores of men who, like Arthur Schlesinger, Jr., and George F. Kennan, Dean Acheson, McGee Bundy and Hans Morgenthau, were the philosophers of the Democratic party.

His philosophy, if it can be named, was "liberal realism." The goal, he argued, could be brought about not by cynics or Utopians but by realists — who understand that

nations are selfish and will be so until the end of history, but that none of us, no matter how selfish, can be only selfish."

The art of politics, he once wrote, "consists in directing rationally the irrationalities of man."

Niebuhr was associated with the Union Theological Seminary in America (Protestant) since 1928, as a professor and, in later years, as vice-president, and it was he who brought Rabbi Heschel over from the Jewish Theological Seminary of America for a year as a visiting professor, the first Jew to hold that position.

His was a theology which brought Jews, as well as agnostics and Catholics and Protestants, to him for advice. "Rabbi (the nickname by which he was universally known) is my rabbi," a Jew who had come to him for advice smilingly said. Among his many admirers was the late Associate Justice of the US Supreme Court, Felix Frankfurter, who once told him after a sermon: "I like what you said and I speak as a believing unbeliever."

"I am glad you did," Mr Niebuhr replied. "I spoke as an unbelieving believer."

Niebuhr never pretended to be anything but a Christian with a Christian theology, and therefore paid little attention to efforts by others to seek ways to minimise the differences between Christian theology and that of the Jews. And in doing so, he was one of the Jews' staunchest friends and one of Israel's warmest supporters.

He was, in every sense, a righteous Christian.

RICHARD YAFFE

Philosophy of Jewish culture

No one familiar with Kaplan's twinkling eyes and pish smile would dream of calling him as pompous as another matter. This he has measure, and all his long, long, has been spent in reading fellow-Jews of the dignity of Jewish life, in its core and rituals, its language and culture, in Judaism as a way of life.

For Kaplan, Judaism is not a religion in the sense of that much abused word. Judaism is a religious culture, its great capacity to enrich the human mind.

Kaplan's Reconstructionist movement seeks, as its name implies, to identify Judaism with its own art and culture. Jewish life must be structured so that nothing is foreign to it or incapable of being infused with its spirit.

Judaism offers the Jew, then, a key to his own life. It is a key to his own life, a key to his own life, a key to his own life.

His God is the power that we trace his advance from sense but as the elevated chomel, so that he may be a political progress; the only progress he fails to

more all, a sexual progress; experiments, from group to individual, to seduction of an available girl called Maxine, are amply described in a four and more letters.

At the end, as at beginning, he is enveloped by

Go Running, by Olga Quinn. The Attack on, by Alan Nixon. The Bodley, Two espionage novels, are much involved. "Spies" is a muddled story of freedom fighters who have

the ground demonstrates the force of gravity or even very like it.

The Book of Esther, Mordecai as a "Yehudi," the historic comment is that the Jews idolatry is called a "few" twentieth-century Jews contributed more than the struggle against the

against inferior, crude and honest views of religion. The deification of the people is also idolatry. The BSE and the Civil

people are "chosen." Yet Kaplan is proud of Jew. Recently, for example, he campaigned for the release of the purple thread in the he wore the garment of the thread, reminded him of a king, an emperor, a free servant to God alone.

From the point of view of the naturalistic, the religious is a logical extension of the naturalistic.

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book reviews

Yiddish spoken here

GERALD KAUFMAN

LEBAUM'S WINDOW. By Wallace Markfield. Capa. £1.95.

reason for publishing "Lebaum's Window" in Britain is something of a literary one. This novel is so accessible to understand it. In fact, it is so accessible to understand it. In fact, it is so accessible to understand it.

Wallace Markfield's chronicle of Simon's life with these, as well as with Teillebaum the grocer, Yenta Gersh the pedlar, Madame Duoff the fortune-teller, and full supporting cast, is alternately superb and tedious. He has an ear for Jewish dialogue which is crazily funny and sweetly melancholy.

But he does not know when to stop, and there is page after page of disposable rubbish.

His account of the installation of the first domestic telephone in the neighbourhood is a brilliant passage of humorous and touching prose. Some of the dialogue is so true and so right that it demands to be reread and savoured. "I shouldn't live to jump off this fire escape," avers a man threatening suicide.

But there are whole episodes, especially those involving Simon's search for a vacation job, which are impossibly boring, so that a book which begins with promise ends disappointingly half-finished.

The Grandmother. One of a hundred sensitive drawings of Chasidic life by the celebrated Russian-born American artist, Tully Fillius, in a volume dedicated to his work, published by JPSA, Philadelphia, USA (\$12.50) with an introduction by Isaac Bashevis Singer and biographical essay by G. A. Perrel.

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his ghestly mother, Malvenc, and uneasy with his cinema usher father, Shmuel.

He remains fascinated by his friend Hymie's boobie, who knows perfectly well that she is being swindled out of her money by her daughter, and he cannot refrain from being cruel to Dopey Duhve, the local idiot boy.

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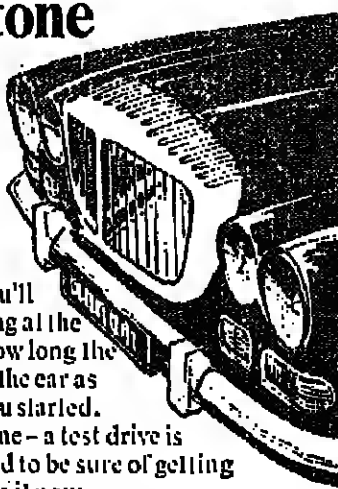
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COLOUR SLIDES REFRESHMENTS

UNIVERSITY NEWS

Eye-catching in Kilburn

If you live in North-West London, the chances are that on your way to the West End you pass through Kilburn. The area is graced by a Polytechnic whose rather quaint exterior houses a thriving busy Jewish society. Why not pay it a visit?

An enthusiastic committee, chaired by the brilliant Gersh Fraenkel and working in close



Gersh Fraenkel

harmony with Barry Nissim and Morris Minsky (chairman and treasurer respectively of the Willesden branch of the society), it provides a full range of activities for over seventy students, with some 200 more potential members.

It is through a deliberate policy of openness to all religions and races that they have managed to attract such a large number of students. The openness does not detract from a steady emphasis on promoting an informed Jewish understanding of many important issues.

As with all thinking Jewish students there is a preoccupation with the plight of Soviet Jewry. As well as being involved in joint student action, there is an attempt to communicate to the whole of the student body of Kilburn the position in the Soviet Union today.

The society's varied programme has included a talk by a representative of the Jewish Marriage Education Council, Rabbi Abraham Levy, on "Sex and Marriage—A Jewish view," and a visit by Morris. For lighter relief a folk evening and two dances were highly successful. At one of the dances £25 was raised for Magen David Adom, and a contribution of £9 was made to buy matzot for Soviet Jewry. The most adventurous plan so far

FRESHERS' GUIDE

As in previous years, information to assist freshers going to universities or Institutes of higher learning next term will be published in later issues.

Pressure on office allows only a few lines to be devoted to each academic establishment regarding contacts, accommodation, programmes, etc. Information can be supplemented at the IJUF offices in Enfield Street, Euston, or at the JC offices.

Material, which should be sent as soon as possible, should be addressed to the Jewish Chronicle universities correspondent.

Appointments

Professor Moulter Knipson, dean of engineering at Cape Town University, has been appointed deputy principal of the university from the beginning of 1972.

Dr Henry J. Cohn has been promoted to be senior lecturer in history at Warwick University.

Dr Joseph Horbert has been appointed lecturer and research fellow in Neuro-endocrinology at Cambridge University.

Oxford

D. Phil—in international law, M. H. Mandelson.

FINANCE AND INDUSTRY

Economy needs a gentle push

By our City Editor

The indecision that invariably dominoes stock market thinking during the summer months is now in full swing.

Dealers report the total absence of the institutions to live up to the callings and only the basically firm undertone of the market has prevented some profit-taking. The institutions, the really powerful investment force, are content to sit on the sidelines for the time being, safe in the knowledge that the Government's preoccupation with Europe will prevent it from taking

many decisions likely to affect share prices.

That is not to say that the city, in the shape of the institutions, is limp with the situation. They would much rather see the Government introduce more reflationary measures into the economy, as suggested by the National Institute of Economic and Social Research.

Easier hire purchase restrictions and perhaps even lower interest rates would give the economy a gentle push along the road towards reflation.

The odds on the Government introducing such steps look heavy to say the least. The urge to make the "Seven" supervisors at the moment and the claim the Government was spending sufficient time on the economy, could have a point. Appropriately enough, the Woolrow group is today recording profits in its golden year. The chairman and founder, Mr. Frank Taylor, says the group has an uncompleted order of £150 million compared with £131 million a year ago.

There still appears to be a lot to go for in the Taylor shares, which are now at 240p to 245p.

[Price quoted are those on Wednesday.]

St Michael Marks & Spencer Ltd

Another year of intensive growth.
Sales: £416,685,000. Profits: £50,115,000

The 45th Annual General Meeting of the Company was held at The Dorchester Hotel, Park Lane, London, W.1. on Monday, 7th June, 1971. The following are extracts from the statement by the Chairman, Mr. J. Edward Stelf.

The Year's Results

Sales have increased by £55,750,000—the largest increase in any single year—to £416,685,000. This includes exports amounting to £9,348,000. Profits before tax have increased from £43,705,000 to £50,115,000. After deduction of Corporation Tax, £31,215,000 is available for distribution. The Directors recommend a final dividend of 29%, making a total of 42½% against 37½% last year. This will leave, as retained profit for the year, £8,220,000 to be added to the reserves of the Company. The Board has decided to capitalise a part of these reserves and it is proposed that a scrip issue be made of one new Ordinary Share for each two existing Ordinary shares. This will utilise £26,930,000 from our reserves and bring our capital structure more into line with the capital employed in the business.

Balance Sheet

You will see from our Balance Sheet that, during the year, we sold thirteen Store Properties, for £7,500,000, to The Prudential Assurance Company and leased them back on new terms. This transaction, together with our existing cash and expected future rentals, gives us ample finance for our development programme for a number of years ahead.

General Survey

The year's results and the consistent growth shown in the Ten-Year Statement can be attributed to three main factors:—our massive investment in store development; the effort which we and our suppliers devote to creating, producing and improving "St Michael" merchandise; and our concern to maintain the confidence and goodwill of customers and staff.

Store Development

During the year 32 projects were completed, adding 300,000 sq. ft. of new selling space. In the new year we expect to construct 3 new stores, 1 replacement store and 20 important extensions, increasing our selling space by 200,000 sq. ft. This will bring the number of our stores to 249, with a total selling area of nearly 5,000,000 sq. ft. Although we have concentrated our development on extending our stores in the large areas of the country, we continue to acquire sites where we are not yet represented. We believe that the public prefers the traditional shopping areas and that the provision of adequate car parking facilities is essential.

The Marble Arch Store

The most exciting event of our year has been the opening in October of our Marble Arch extension, which has more than doubled the footage on this premier site in London's Oxford Street to 70,000 sq. ft. This spacious store draws crowds throughout the year and has created great public interest and goodwill. It is a magnet to overseas visitors and is thus a valuable earner of foreign currency for the country.

St Michael Clothing

Clothing sales, including our growing footwear and household textiles departments, have increased by £42,064,000 to £297,765,000. This has been an important year for the fashion trade, and doubt about the future trends of fashion will persist.

However, our designers, selectors and advisers visit the main textile fairs and garment exhibitions in Europe and America and have produced some excellent ranges of fabrics, colours and styles. Similarly, our technologists are constantly seeking scientific and technical developments in fibres, fibre blends and dyes, so as to improve the quality and performance of our goods, 99% of which are British made.

St Michael Foods

Sales this year reached £109,571,000 compared with £97,214,000 last year. The rate of growth in the second half of the year has accelerated because we have steadfastly upheld the high quality standards which our customers expect. We have extended our range of prepared vegetables, bakery goods, dairy products, fresh meat and poultry.

Exports

Our Export Department is making steady progress. We are developing a closer relationship with selected retailers abroad, a number of whom operate "St Michael" shops stocked exclusively with our merchandise.

Decimisation

The changeover in decimal currency was effected with great smoothness in our stores, which we completely re-equipped with the most modern cash-handling machines at the cost of some £1,000,000. We carried out a thorough training programme for all staff during 1970, with refresher sessions before Decimisation Day. Great credit is due to our staff for the ease with which the changeover was made.

Tribute to Manufacturers

I warmly thank our suppliers for their co-operation and support in a year in which we all experienced many problems. We are confident that, whatever the difficulties which may confront us in the future, we shall solve them together and continue to improve the values which our public expects.

Tribute to Staff

The emphasis we place on good human relations is reflected in the happiness and loyalty of our staff and their record of long service. I know that you will wish to join me in thanking all of them for their devotion and enthusiasm.

TEN YEAR GROWTH

YEAR ENDED 31st MARCH	TURNOVER	PROFIT BEFORE TAX
1971*	£416,685,000	£50,115,000
1970	£360,935,000	£43,705,000
1969	£317,336,000	£36,123,000
1968	£282,306,000	£33,871,000
1967	£256,770,000	£30,856,000
1966	£238,016,000	£28,618,000
1965*	£219,781,000	£27,606,000
1964	£201,484,000	£24,520,000
1963	£184,876,000	£22,906,000
1962	£172,828,000	£21,186,000
*(53 weeks)		

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Aquascutum

Makers of fine clothing for men and women

Points of interest in the Statement by the Chairman, Mr. Gerald M. Abrahams, C.B.E.

ACCOUNTS The Group net profit for the year ended 31st January, 1971, was £672,290, compared with £664,804 the previous year. The dividend is maintained at 48%.

GENERAL 1970 produced adverse conditions for our industry generally, due to a lack of confidence in trade as well as wages increases larger than could be foreseen. Notwithstanding this, another successful year's trading was achieved.

HOME Our Regent Street shop had an excellent year with its wider range of merchandise. Elsewhere we continued to enjoy a leading position in both our capital "Aquascutum" and "Roden" brand merchandise.

ABROAD The recession in North America had a bad effect on trade there but elsewhere sales were maintained at the previous year's level.

PROSPECTS I should not like to predict what the current year will bring but the indication is that 1971 will see an improvement in trading generally.

Copies of the Report and Accounts are available from the Secretary, Aquascutum and Associated Companies Ltd., 700 Regent St., London W1A 1DN

Audley Holdings Ltd.

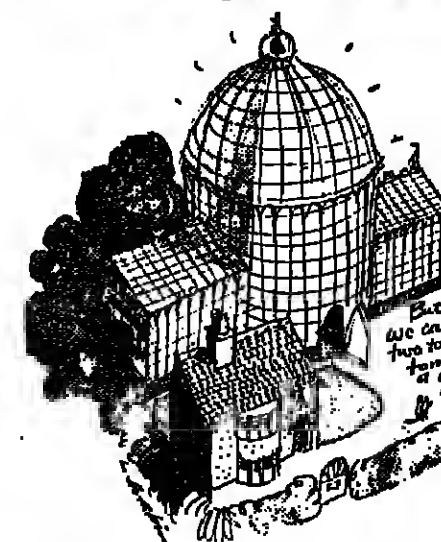
MERCHANT BANKERS

We are a friendly bank for the smaller business. We offer comprehensive banking and financial advisory services.

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THE PROPERTY AND REVERSIONARY INVESTMENT CORPORATION LTD.

Extracts from the Report for the year to 31 March, 1971, and from the Statement of the Chairman, Mr. Alfred Rubens, F.H.C.S.

PROFIT AFTER TAX shows the largest increase in any year since the company was founded.

DIVIDEND. The total of 15% on the capital increased by the 100% scrip issue is equivalent to 30% on the old capital which received 24% last year.

FUTURE PROSPECTS. Various schemes are in hand and new developments are actively being sought. During the current year a further rise in profits could be expected.

Copies of the report and accounts may be obtained from the Secretary of the Company at Albany House, Petty France, London, SW1H 8EE.

Combined English Stores Group Ltd

Chairman Mr. Murray Gordon says: "A year of massive reorganisation and expansion has laid the foundation for future growth." "Our plan for 1971 includes a further improvement in earnings." "Benefits are still to be realised from further rationalisation and improved management techniques." "We are currently examining several possible acquisitions." "Our policy is to spread the risk over a wide range of specialist multiple retail groups so that we shall not be over-dependent on any one sector."

	1971	1970
PRE-TAX PROFITS	£818,000	£388,000
PROFITS AFTER TAX	353,000	189,000
DIVIDENDS	18%	11%
EARNINGS PER SHARE	2.7p	1.5p



CARIBBEAN NATIONAL BANK LTD.

Is pleased to announce the appointment of

Mr. Samuel Ebert

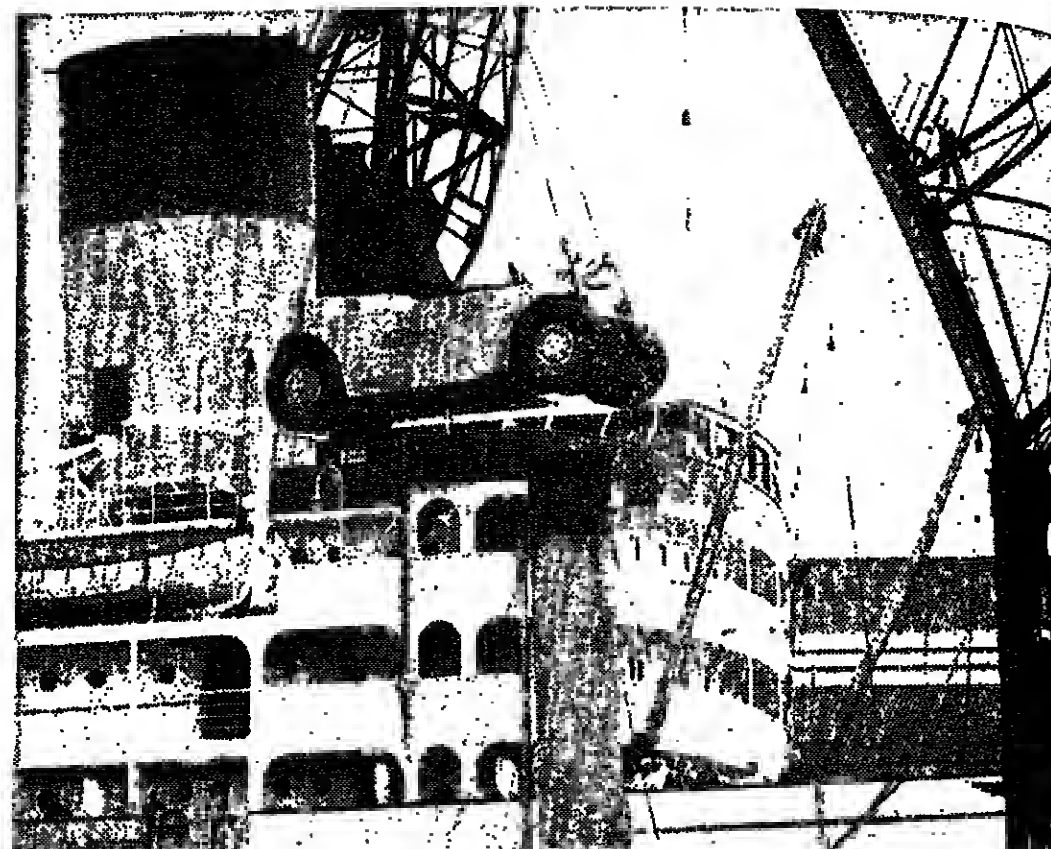
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as a director of the bank

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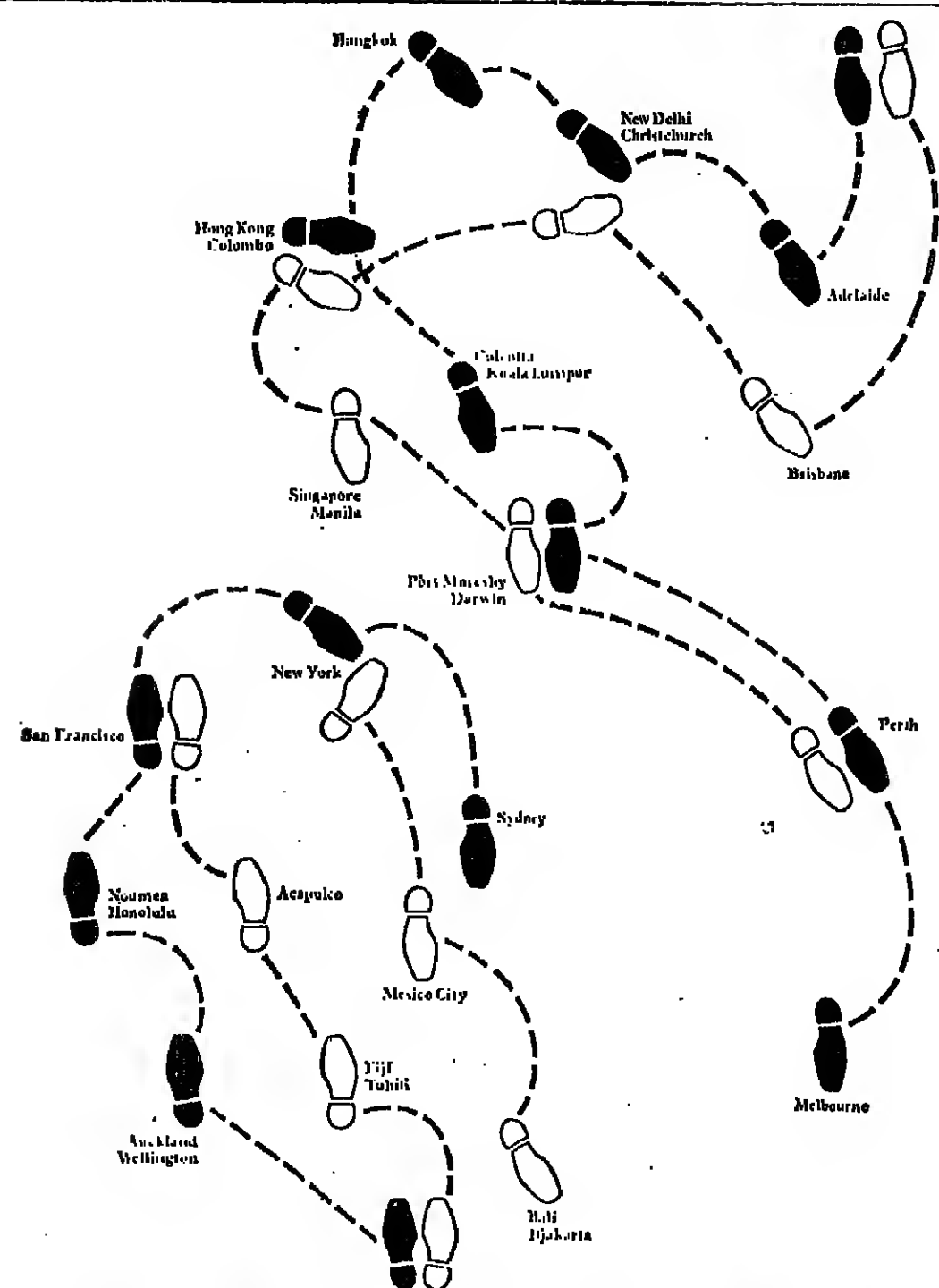
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SHIPPING GETS THE STEAM UP

"It would be a sad day if the act of exporting goods becomes recognised as a steadily seeping open wound — an economic haemophilia — and be accepted by all, including shippers, as an unavoidable fact"



Blue funnel liner Elpenor takes on a giant fork-lift truck in Glasgow



teach your export manager the kangaroo hop

It's the way to win friends and influence people. Once he knows it he'll never be lonely. Wherever his products go. Qantas invented it. And Qantas hold 17 'Hops' a week. Direct flights from London to Australia and the South Pacific. No delaying transshipment of goods once they leave London. And with roll-on, roll-off palletised cargo service, Qantas are almost as fast on the ground as they are in the air. The Kangaroo Hop is modern from start to finish. Let's see it free — and the 'real thing' costs much less than you think. Qantas. We're Australian. And we sure get around. Shall we dance? See Qantas or your cargo agent.

QANTAS AIR CARGO

Qantas, with Air India and BOAC. Direct flights to Brisbane, Darwin, Melbourne, Perth and Sydney.

HEALTHY INCREASE IN AIR CARGOES

ALREADY NINETY PER CENT of cargo by air continues to go by the belly-holds of passenger airlines — although in the case of the Boeing 747 this is not true. The Jumbo's cargo capacity is 100 tons, but the Boeing 707, which is still the mainstay of the world's cargo airlines, has a capacity of 30 tons. The world's cargo airlines are expanding rapidly, but not as fast as the passenger sector. Cargo airlines are expected to expand at 15 to 20 per cent each year, but the long-expected "explosion" has been delayed yet and airlines are holding off from ordering as many aircraft as had been anticipated.

The continuing heavy use of cargo services for freight is a fact that the airlines' earlier optimism about the future of air cargo has been dashed. At Heathrow, for instance, the amount of goods transported between the terminal and the cargo area, where passenger aircraft are loaded and unloaded, is the pure freighters. These movements are not only a help to cargo rates, but also a fact that the cost of air freight is not as high as it once was. The fact that the cost of air freight is not as high as it once was is a fact that the cost of air freight is not as high as it once was.

WILLIAM REED, The Times air correspondent

THE cargo's true potential has been blighted recently by a series of events which have encountered after the fact. The BOAC both suffered badly from the Heathrow, and although they are now sorted out, the result has been a loss of some people's goods in the past few days. It will take a deal of time to win back their friends.

In spite of all these drawbacks, air freight continues to grow. Imports carried by air in 1969 were valued at £1,000 million, compared with £500 million in 1968. The value of the goods carried by air is expected to rise by 13 per cent, compared with a rise of 9 per cent in 1969. About 50 per cent of the goods carried by air are re-exports, and the other 50 per cent are exports.

Everyone knows that the value of goods carried by air is not the same as the value of goods carried by sea. The value of goods carried by air is not the same as the value of goods carried by sea. The value of goods carried by air is not the same as the value of goods carried by sea.

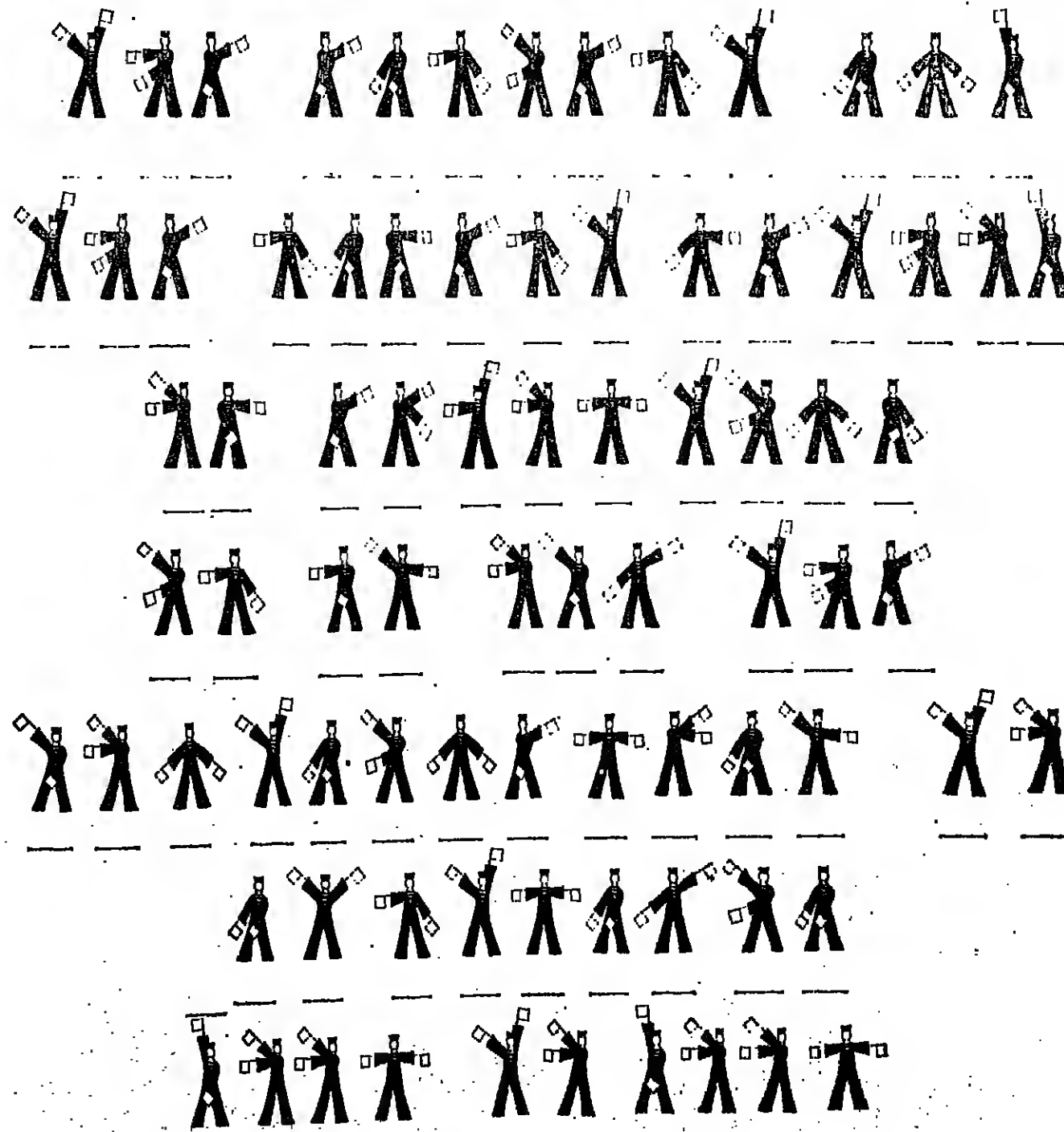
It would also be a mistake to think that the value of goods carried by air is not the same as the value of goods carried by sea. The value of goods carried by air is not the same as the value of goods carried by sea. The value of goods carried by air is not the same as the value of goods carried by sea.

ON THE COVER: The new Jumbo jet is now the mainstay of the world's cargo airlines. The Jumbo's cargo capacity is 100 tons, but the Boeing 707, which is still the mainstay of the world's cargo airlines, has a capacity of 30 tons.



A Pan American aircraft discharges freight at John F. Kennedy Airport, New York

log and pop records, and the eradication of the need to hold large stocks of goods in expensive warehouse space. Although air freight can offer significant time savings, a lot remains to be done at the world's big airports to smooth the path of air cargo — still looked upon in some sections of the industry as halfhearted. Customs procedures need streamlining so that an item which covers 6,000 miles in ten hours does not sit on the ground for a further 24 waiting clearance. Airlines, governments, airport authorities — and customers — have all got to work closely together if the gentle, which air cargo could be, is ever to come out of its bottle.



The easiest and the safest method of exporting is by OOL the containerway to Australia, door-to-door.

To arrange it all you merely ring 01-283 4242.

OOL OVERSEAS CONTAINERS LIMITED. U.K. Marketing Headquarters, 17a-18 Bevis Marks, London, E.C.3. — the containerway to Australia

The Kangaroo Hop

New roll-on/roll-off freight service. Southampton-Lisbon, every week.

Southern Ferries Falcon now operates a weekly roll-on/roll-off service from Southampton to Lisbon. Specifications include:

Type of freight: All kinds of wheeled freight accepted. **Capacity:** 61 freight units and 60 to 80 manufacturers' cars. **Freight unit dimensions:** Up to 14' 3" height, 16' 3" width, 40' length.

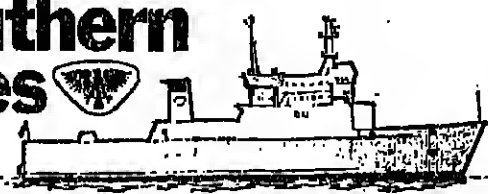
Weight limits: 13 tons per axle—maximum gross weight 40 tons. **Driver accommodation:** Six 2-berth cabins, each with shower and toilet.

Freight rates: On application to Southern Ferries.

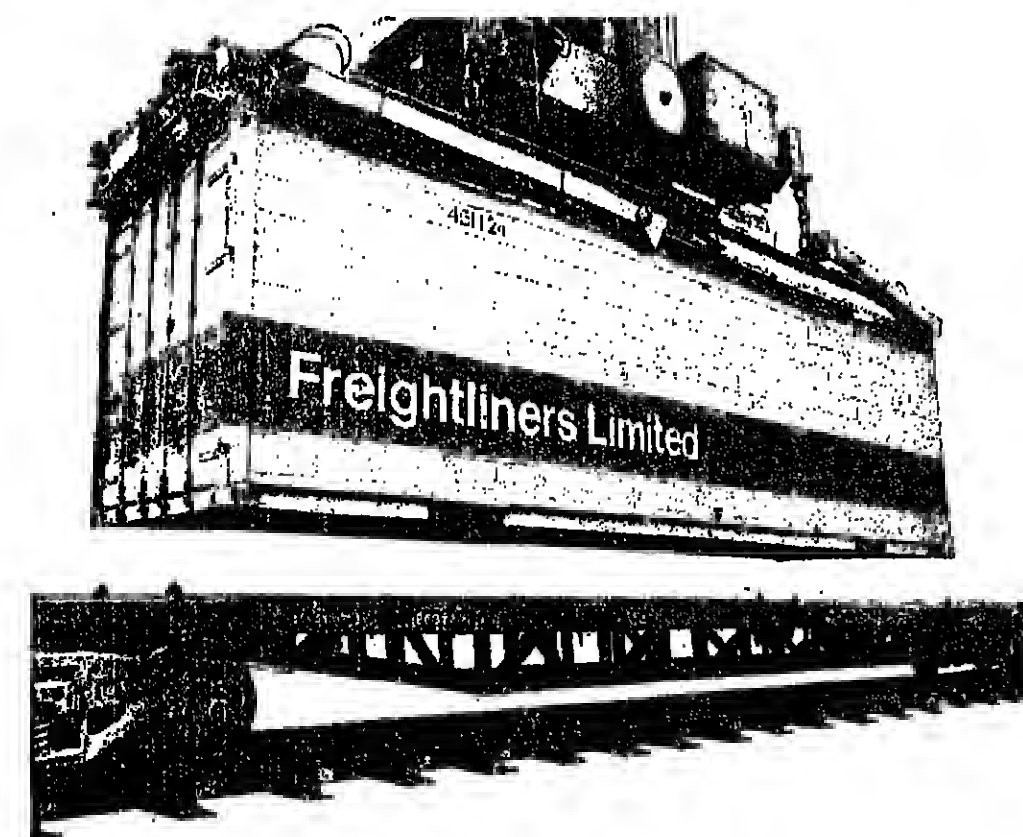
Southern Ferries 'Falcon' offers the only roll-on/roll-off freight service from Britain to Portugal direct.

Tangier In roll-on/roll-off freight for Tangier can be accepted for transshipment at Lisbon to Southern Ferries' 11,500 ton passenger/freight ferry 'Eagle'.

Southern Ferries Freight



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Telephone (freight rate enquiries): 0703-31785; shipping and general enquiries: 0703-31781.
Southern Ferries is a service operated by the General Steam Navigation Company Limited, a member of the P&O Group.



In this case razor blades don't get nicked

When you distribute products through the Freightliner network your goods stay in the same closed container from door-to-door. Most things can go Freightliner, from razor blades to turbochargers. They move faster, and they move safer—not only from pilferage but from damage caused by intermediate handling operations. That's security for you.



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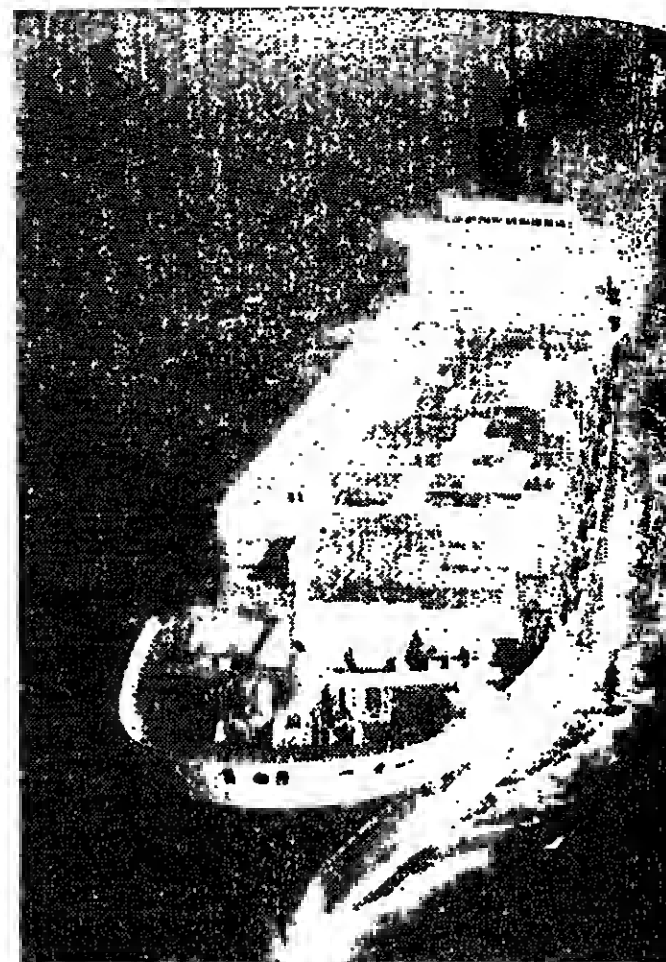
ASK ANY SCHOOLBOY what the most important development is in the field of transport and he will tell you supersonic flight, perhaps hovercraft. But the bulk of the world's freight is still carried in old-fashioned ships, and the problem of how to modernise this traditional form of transport is even more crucial economically than supersonic flight.

Shipping is undergoing enormous changes to-day to increase efficiency, cut costs and provide for the ever-expanding volume of international trade. Aircraft may carry an increasing volume of freight: yet this pales into insignificance beside the vast tonnage carried across the world's oceans every day of the year. The quiet revolution in freight transport hinges around one apparently unromantic idea—containers. Basically, containers are nothing more than large standard-size boxes for transporting freight.

A Port of London official at Tilbury explained the economic advantage to me very briefly during a recent visit. Pointing to a ship unloading containers he told me: "We can turn this vessel round in the berth within 11 hours using just 13 dockers; before containerisation it would have taken 10 days and 160 helmy dockers."

This is the key to the economics of containerisation. One immediately becomes aware that labour is being saved in the operation of loading and unloading ships. And with the cost of labour rising, this must be reflected in a saving in shipping costs.

The ship too is economising by spending less time in port. In the traditional freight procedure, sailors were receiving a large portion of their wages in respect of time spent not at sea but in port waiting for their holds to be unloaded and for fresh cargoes to be laboriously loaded from the quayside.



CONTAINERS—ARE THEY THE LAST WORD?

Another economy concerns the savings on investment. When a company has acquired so expensive a piece of machinery as an ocean cargo carrier, it wants to see its capital fully utilised. But every day a ship spends in port is a loss. The capital investment is not earning a return, and at the same time it is depreciating. So shipping companies would like to see their vessels in port for a minimum duration and not sea for as long as possible.

Port berths are limited in number and with the growth in international trade there might be a need for an ever-increasing acreage of docks. But containerisation and the faster turn-round in port means that no extra space is required despite the rapid increase in the total volume of goods shipped.

Yet another advantage arises once containers are discharged at a port. As they are standard in size, they can be easily and quickly sent by road or rail to their final destination. Shippers again benefit from quick turn-round and easier handling, thus cutting the overall transport costs.

Apart from all these advantages, the containers—which are of a standard internationally agreed size—protect freight in transit better than the traditional methods of packaging. And they can be numbered with the details of their movement registered on a giant computer, as at Tilbury.

Adapting to containers is costly. One berth at Tilbury alone cost £5 million a PLA man informed me. And each container crane on the quay—they are different from the traditional cranes—costs upwards of £0.25 million.

On the quay, the containers are moved into the warehouses—for a short duration usually—by a crane-carrier built specially for this purpose. Looking like lorries on 25 ft high stilts, these spidery vehicles pick up 30-ton containers, instantly carry them off the quay to their appropriate warehouse and dump them silently.

For maximum efficiency, the whole operation is continuous working 24 hours a day in three dock shifts every day of the year. At night, the work is carried on under floodlights.

This dockers too must change in character as a result of con-

SCIENCE CUTS COSTS

Rising freight charges force manufacturers PDM

BRITISH FREIGHT transport industry, together with its counterparts in Europe and America and most other industrial countries, is in a state of recession. Indeed, the consensus of opinion among carriers—road, air and sea—is that they have "never it so bad."

On the sea freight side, for example, newspapers constantly report on the difficulties of the shipping industry. Rapidly rising fuel and operating costs are making freight operations at risk and more vessels seek refuge in the cargo.

On the roads cutbacks in production aggravated, no doubt, by the spots of strikes and shortages during recent months, have meant that much freight requires to be transported. It is ironic that, at the recent Road Haulage Association dinner in London, both the Minister for Transport, Mr. Douglas, and the chairman of the RHA, Mr. W. Sholto, spoke on ways to improve the industry. Mr. Douglas got more vehicle and driver safety and allow heavier loads to operate. Most haulage companies, however, were concerned with one topic only: saving and declassifying their vehicles prior to selling.

MAN DOUGLAS

To some degree, the industry's adaptation to containerisation is not Britain's slowest. Mr. Douglas said that the adaptation to containerisation was not the labour problem but the cost of the adaptation. (These were the factors that led to the extension to which the industry adopted containers.)

It is no good sending a load of freight in 1,500 containers to an African port, there are no container facilities. It is for this reason that British ports and all of the world's major ports have to accommodate container berths and traditional berths.

W. SHOLTO, Financial

side by side. There is no advantage in this system, does provide the vessel with an object lesson in the use of containerised freight.

Nor may containerisation be the last word in shipping methods. You can see this in the freight industry. At ports like Tilbury, ships at ports like Tilbury, a crane—known as a loader—will be built on a ship's deck so that no crane is needed.

Even more futuristic plans to build whole ships as containers. This would mean that a quarter of a freighter would consist of a container, a crew's quarters, etc., and would be built up from the factory floor, to be loaded and hooked on to the ship to form part of the hull.

As the Port of London Authority's Mr. Sholto, the chairman of the RHA, said, the industry is in a state of recession. Indeed, the consensus of opinion among carriers—road, air and sea—is that they have "never it so bad."

said about it not living up to predictions in cutting costs. If many of the goods exported today were not containerised, they would cost far more to move, in terms of freight rates, insurance packaging and physical handling, than they do now.

The situation is forcing companies to realise that there is more to exporting a package than crating it and getting it to the docks. The science of PDM—physical distribution management—is gaining ground with the growing belief that distribution is the only area left for cost savings.

Many of our larger concerns have been practising PDM for some years now, having appointed senior management personnel to first study, and then oversee distribution. Now, medium-sized and smaller

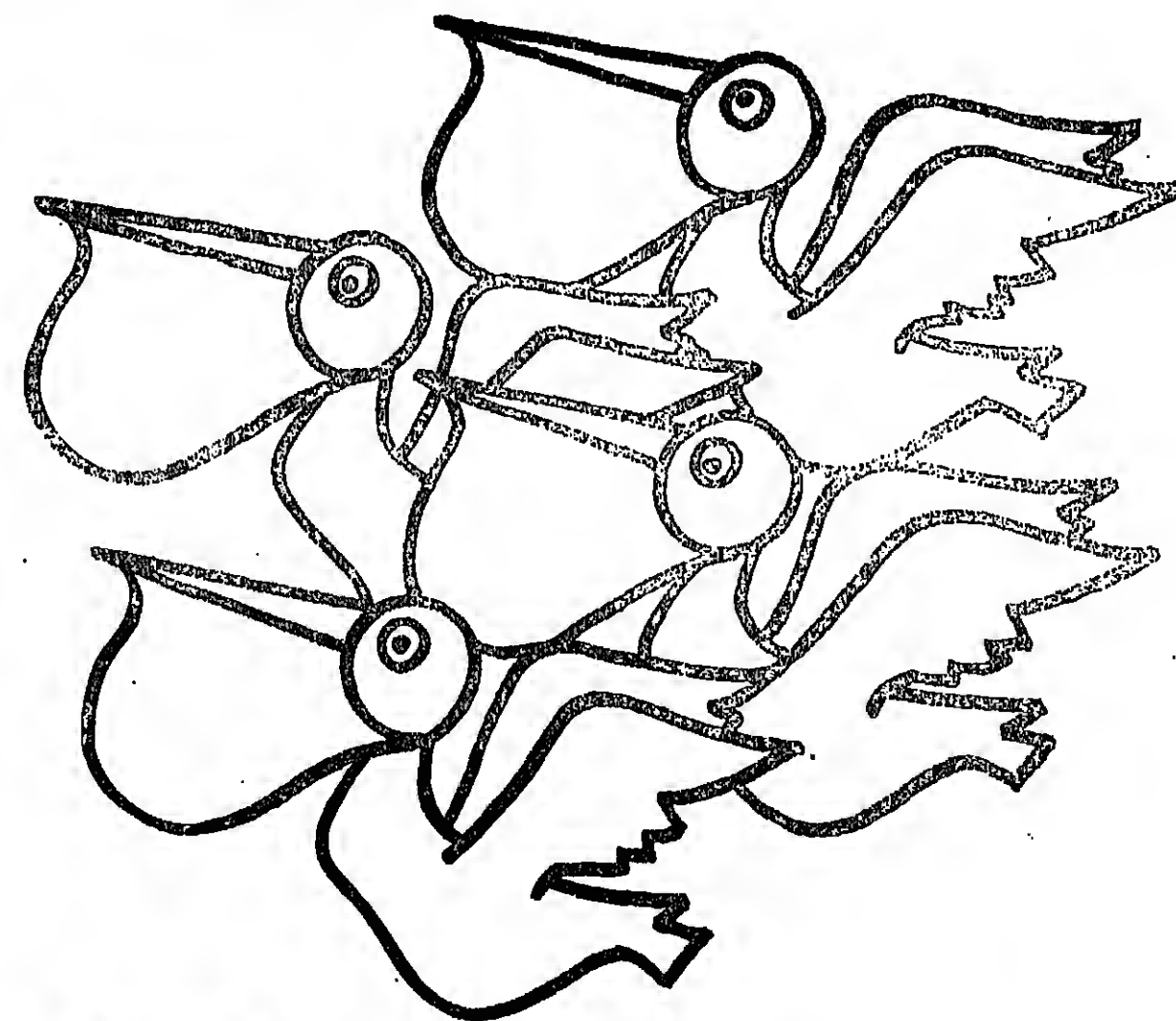


A Conveyor 3,000-lb capacity fork-lift truck fitted with 2-speed torque converter

companies too are being forced to study physical distribution economics with the aid of specialists. Particular areas for study are in cargo packaging and handling; documentation;

inventory and warehousing, and all the forms of road, rail, sea and air transportation, where the humble pallet may well hold the key to cost savings in cargo handling, as opposed to

the costly and heavy container. With sometimes 50 per cent of the purchase price of a product taken up today in distribution costs, it is no wonder PDM is so popular.



Pelicans for Heathrow!

New all-jet cargo service—every day but Monday

Six Pelicans a week from Heathrow! With this new service, you can pack a Pelican (the Air France Boeing 707 cargo aircraft) all the way from London. Transpallet services to Tokyo, Montreal, New York, Los Angeles, Boston, Frankfurt, and of course to France; plus new destinations—Casablanca and Algiers. That's the expanded Air France Pelican service—with a 60% increase in cargo capacity, all fully palletised. Pelicans fly every day except Monday.

And for Paris you don't have to book—just deliver your freight and leave the rest to Air France. For full details including immediate charter availability and quotations contact your Cargo Agent, or Air France.

AIR FRANCE CARGO

AIR FRANCE CARGO TERMINAL, HEATHROW AIRPORT, LONDON, HOUNSLOW, MIDDLESEX

Air freight may be the glamour girl of the transport industry but the ship remains queen. The amount of goods moved by air remains a mere crumb compared to the thickly sliced cake carried by sea. But competition is proving a tremendous spur to the shipping industry which in Britain is investing between £350m. and £400m. in containerisation. Port handling methods are changing fast. The alternative to innovation is stagnation. The Financial Times writer Ray Dafter reports.

ALTHOUGH AIR FREIGHT has been steadily rising in recent years it has only nibbled at the edge of the vast amount of cargo carried to and from Britain in ships. When one looks at cargo in terms of weight 99.7 per cent of Britain's external trade is still carried by sea.

Because air freight has been drawing off mainly cargo in the high value/low weight sector, shipping shows a lesser share of trade when taken by value: about 90 per cent in fact. But either way (weight or value) it is easy to see just how important a role the shipping industry continues to play.

It is not surprising then that the widespread, rapid and in some ways radical changes that have taken place in the international transport field in the past few years have, to a large extent, been promoted and financed by the shipping industry. Ship owners were the main driving force behind the spectacular growth of containerisation,

one of the most important of the changes.

Indeed it was not unusual to hear importers and exporters complaining that the system of carrying goods was being forced on them. (One still hears isolated bemoanings.)

Containerisation—the carriage of goods in uniform boxes suitable for sea, road, rail and in some cases air travel—may not have lived up to all its promises... yet. Teething troubles with the specialised ships, handling equipment and the boxes themselves have meant that sometimes the "fast throughput" has not been as swift as once thought. Such faults can be rectified, however.

What remains to be seen is whether or not containerisation will peg costs as much as at first claimed. The vast amount of capital needed for the containers, the ships and equipment does raise a serious question mark.

It has been estimated, for example, that the British shipping

BRITISH PORTS STUDY THE FACTS OF LIFE

Industry is investing between £350 million and £400 million in containerisation, a huge sum when one realises that it is essentially going on a change of transport method for existing cargoes rather than an innovation which would attract new trade.

This investment is being borne

by many of Britain's major shipping lines although in order to spread the load most of them have joined forces in consortia to develop and operate containers. There are exceptions, however, one of the most notable being Manchester Liners.

Containerisation has always been regarded as a venture with long-term rather than short-term prospects, but it does seem that profits are further away than at first envisaged.

For example, Sir Donald Anderson, chairman of P & O (a member of the Overseas Containers Ltd. consortium), told his shareholders recently that OCL had lost over £9 million since its inception in 1967 and that losses would amount to £14 million in September this year.

It is clear that containerisation is no place for faint hearts. Its birth has been dramatic; its growth tremendous.

There are few developed countries which have not felt the influence of containerisation to some degree. So far Britain operates boxes on many routes including the Continent, North Atlantic, Australia and the Far East. A full Far East service is due to start into this year with New Zealand, South Africa and South America seen as areas for further expansion.

With such a growth it is difficult to estimate just how many containers are in use throughout the world, but according to one survey the number could be as high as 400,000 in use today, rising to possibly 1 million by the end of 1972.

Containerisation is only one of the recent developments which have transformed international transport. It has been utilised cargo in all its forms, be it in containers, as roll-on, roll-off freight, palletised cargo or in ship carried lighters (barges), that has enabled these cargoes to come about, and what is more important, for the through "door to door" transport concept to be a more meaningful proposition.

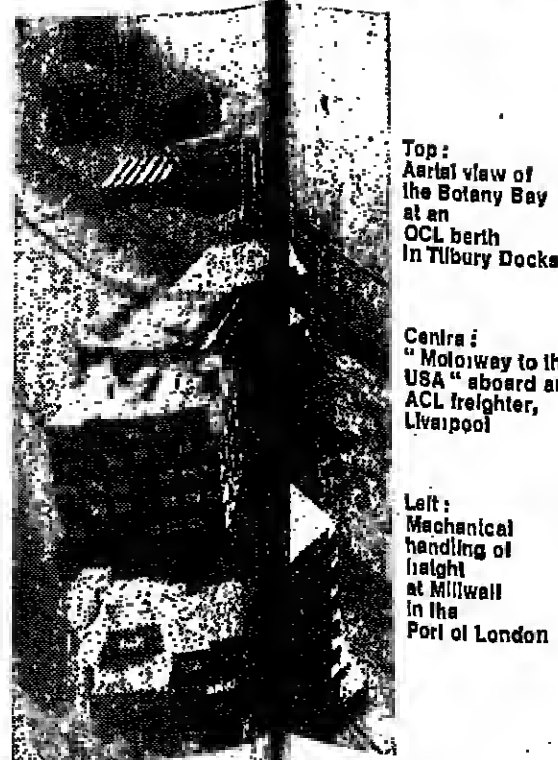
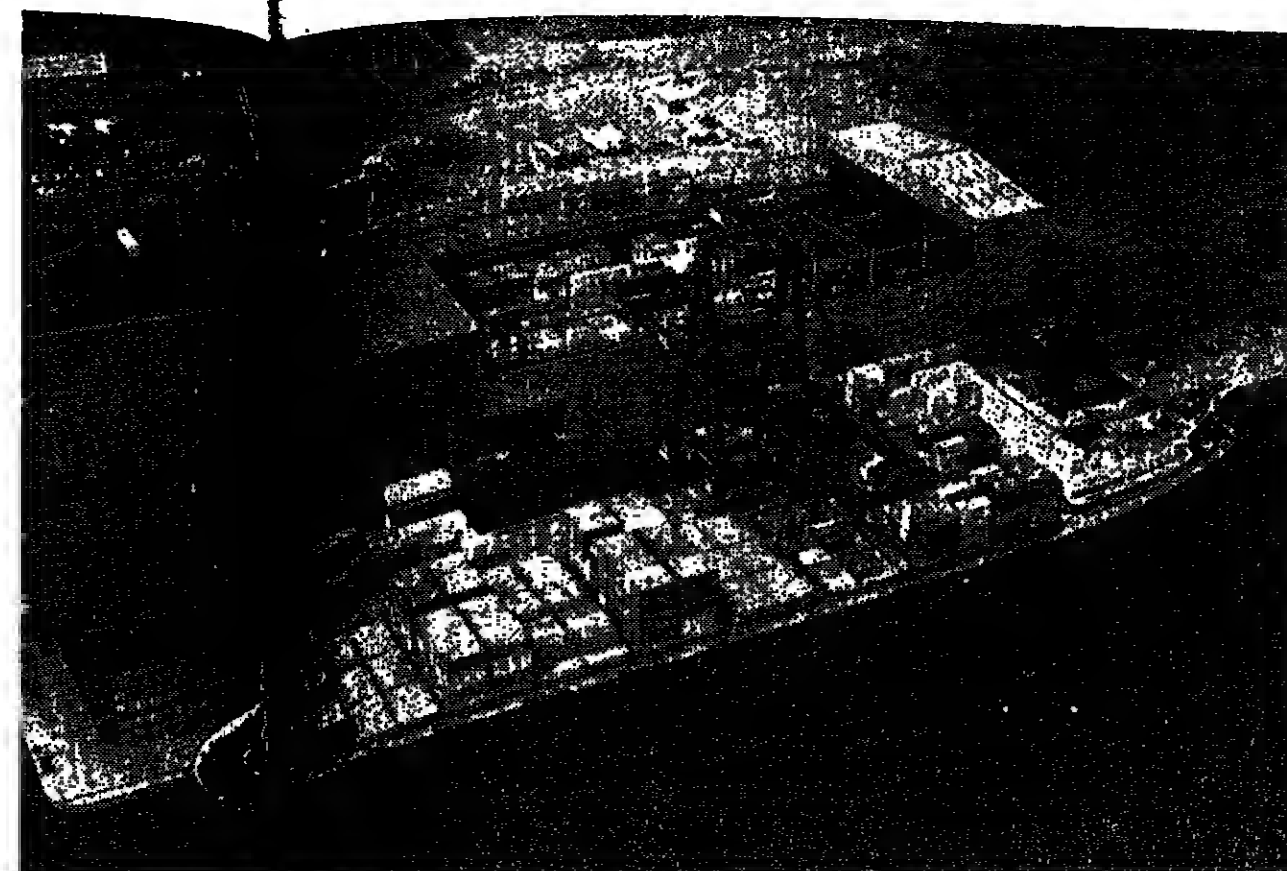
Changes in freightage methods has not only meant new specialised ships, but also new port facilities.

Travel around Britain's ports a decade ago and it would have been like stepping back into history. The quays, sheds and handling equipment were largely a hangover from the nineteenth century; developed to cater for small ships with modest cargoes of mixed consignments.

It was obvious that the ports were wholly unsuited for the new shipping methods which were being introduced or planned. It was equally obvious that ports would have to step up their rate of investment.

This they did in a big way, so much so that, in fact, that the investment is a contributory cause to the present financial difficulties being experienced by most of Britain's major ports.

Since 1964 ports have spent some £240 million. Last year



Government. They will be left to find their own solution to their many problems which include finance, labour relations and management. (Mr Peyton has made no secret of the fact that he would like to see the calibre

of port management improved and a real career structure formulated.)

Ports have been told they must introduce a more realistic form of charges; a direction which was quickly followed by

some major increases. Indeed some increases were so high—as much as 100 per cent in some cases—that they highlighted just how unrealistic they have been in the past.

Although there are some 300 harbour authorities in Great Britain only the 10 largest and the British Transport Docks Board (which controls another 19 of various sizes) handle 90 per cent of overseas trade and 75 per cent of coastal trade.

It is these larger ports which have hit on hard times; which are changing containerised and bulk cargoes as the growing and more profitable aspect of transportation rather than the labour-intensive, costly handling of general goods.

It is perhaps surprising that with British ports in so much trouble a group of businessmen are pressing for a new port, Falmouth Container Terminal. But they see a very big need for a container trans-shipment terminal; a place where containers can be unloaded from vast, expensive mother ships on to feeder ships which would carry the containers to different ports in Britain and the rest of Northern Europe and Scandinavia.

More and more ships are being regarded as sea lorries; a link in the transportation chain. Similarly ports are being increasingly regarded as mere staging posts in this through transport concept.

Importers and exporters can-

not afford to have their goods tied up for long periods at ports waiting for sorting, documentation and customs clearance. Hauliers cannot afford to have their lorries standing idle for hours on end waiting to collect or deliver at ports. (This porticular problem is being overcome with the growing use of lorry booking schemes, however.)

Hence we have seen the growth of a comparatively new phenomenon in the transport industry, the growth of inland ports or inland clearance depots to give them their correct name.

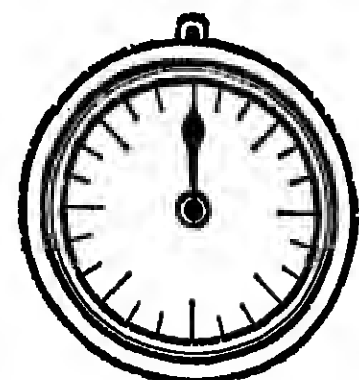
These terminals—about a dozen of them have already been established—enable goods to be loaded or unloaded from containers with custom clearance in isolation from the other, non-avoidable port activities.

The result is that goods pass quickly from ship to shore and inland where they are dealt with. As such depots are inland, usually well serviced with rail and good road communication the inland distribution of goods is also speeded up.

So at last we are coming to a real door-to-door transport system, where goods can be packed into boxes at either the factory or the inland clearance depot and moved through an integrated system of road, rail, sea or air, to the depot or factory at the other end.

The world-wide conveyor-belt system is being established but the task is proving a complex and expensive one to accomplish.

We can now fly twice as much Cargo to and from East and Central Africa by Africargo



We're now flying Boeing 707 Jets on our Africargo Service to East and Central Africa. That means we can take twice as much cargo. Up to 20 tons more in weight. And you can trust us to fly it smoothly, safely and economically.

We have depots at both Heathrow and Gatwick. Deliver at whichever is the most convenient to you. Get the facts on the best service going. Ring the Cargo Unit 01-283 8755 at Gatwick, or 01-759 4111 at Heathrow.



Our latest delivery could help yours.



As you may have heard, we've just taken delivery of our first Jumbo. What you may not have heard, though, is that it has room for at least 15 tons of cargo.

For the big bits, it's got 125' x 88' platforms (or pallets), with igloos. For the smaller bits, containers. And a large bulk area for any odd shaped stuff that comes along. (Of course, anything we can get onto a pallet or into a container, we will. After all, they not only minimise

the risk of spoilage or pilferage, but also speed up handling.) So when can you take advantage of it?

Right away, on all our flights from London to New York, and three of our flights from London to Tel Aviv. Just call your cargo agent, or EL AL's Air Cargo office at the number below.

And our latest delivery could be making one of yours.

EL AL Air Cargo, Cargo Terminal, London Heathrow Airport. Telephone 01-759 0291. (Or in Manchester, 061-832 4208.)



EL AL Israel Airlines

Jewish Chronicle

THE SUEZ CANAL

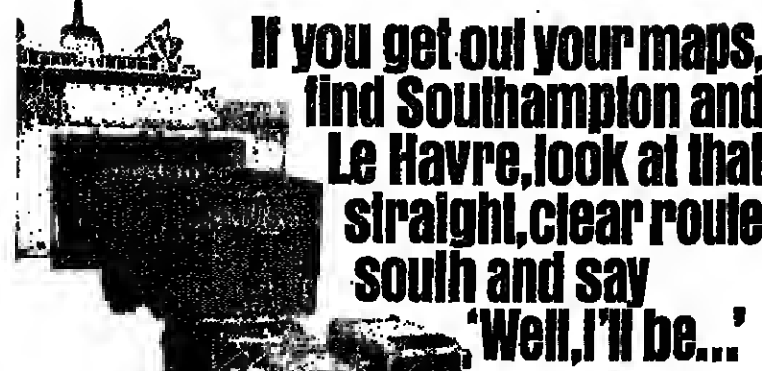


say it's picking up
the priority air booking operation we've just launched



 **BOAC
CARGO**

makes the long haul shorter



If you get out your maps, find Southampton and Le Havre, look at that straight, clear route south and say 'Well, I'll be...'

Normandy Ferries promise not to say 'We told you so'

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BRITAIN'S ROAD HAULAGE contractors, both private and nationalised, have fallen on hard times. Inflation has hit the hauliers particularly hard, and in the financial year 1970-71 was responsible for a 15 per cent rise in costs. The industry has responded in the inevitable way - by raising its charges.

A few examples of rising costs serve to highlight the problem. During 1970 the price of fuel rose by 24 old pence a gallon and the bulk rebate to hauliers was reduced; tyre prices were raised twice, by 7 1/2 per cent and 10 per cent; minimum statutory wages went up by an average of 40 per cent; the cost of vehicles increased by 19 per cent; and the cost of repairs and maintenance rose by 10 per cent.

Costs are further inflated by growing traffic congestion. Between 1968 and 1969 the number of cars on our roads increased by 19 per cent whereas the number of goods vehicles rose by only 1 per cent. Yet goods vehicle operators contributed 85 per cent of the total expenditure on roads in the past fiscal year.

Congestion is a problem which has a very direct effect on the road haulier. Every minute he is stuck in a traffic jam costs money. In this connection, the cost of delays at terminals, including the docks, is a major problem and the delays themselves whittle away the road hauliers' great advantage and selling point - door-to-door delivery coupled with speed.

Other factors in the cost escalation include the legal stan-

dards imposed on hauliers and their drivers. Road haulage has felt the effect of the current environmental pollution concern in that considerable pressure is being brought to bear on the Government to restrict the vehicles even further than they are already in terms of power-to-weight ratios, noise and exhaust fumes.

The anti-pollution lobby has two main quarrels with road haulage. They regard the size of the trucks trundling through our towns and villages as an unwelcome environmental threat, and they regard the inevitable noise and smoke as contributors to the general effect of noise and air pollution on health.

The road hauliers - by no means unaware of the pollution problem - naturally wish to fight for their economic lives. Present weight restrictions in Britain make the hauliers' international trade difficult at times - fully loaded standard 40 ft. containers cannot always be carried on British roads, for instance, since the weight restriction is often a limiting factor. To partially unload a container before transporting it by road obviously defeats the prime object of the container transport concept.

The Road Haulage Association has vigorously pointed out that a raising of the weight restriction would involve virtually no increase in dimensions. This is a little known fact. The Association recognises the environmental problem, but strongly advocates a positive approach - improve roads generally and introduce more urban motorways. This solution should satisfy the anti-pollutionists, at the same time boosting Britain's economy.

Figures published for road transport tonnage in 1969 amply illustrate the importance of road haulage to British industry and trade. In that year 1,670 million tons of goods were carried, representing 44,500 million ton/miles. This was an increase over the previous year of 20 million tons and 500 million ton/miles. Hauliers, who operated 215,000 vehicles, improved their tonnage by 11 million to 741 million. Own-account operators (companies which move their own goods with their own vehicles) carried 829 million tons, but their ton/mileage was 16,800 million compared with 27,700 million for the professional hauliers - illustrating, incidentally, the relatively high productivity of the professionals.

Figures for the annual turnover of the industry are difficult to come by, but the National

RICHARD MARSH was not the only wild card at his first press conference as British Rail's Chairman. His insistence on the commercial element of his role reminded one that no Minister in the Wilson administration subjected BR to more scrutiny. An immediate fact, is that Mr Marsh will side over execution of the hamsirung Crawe-Glasgow trification extension, which his toughest passage in his tenure.

Still only in his early 40s, Marsh is unlikely to have faced other impressive challenges to tilt with a Conservative Government on the social front. The 1968 Transport Act finally piloted into law, likely, one feels, to be his future on rationalising commercial sector to British Rail's tenuous margin.

A priority concern is the

BRITISH RAIL UNDER SCRUTINY

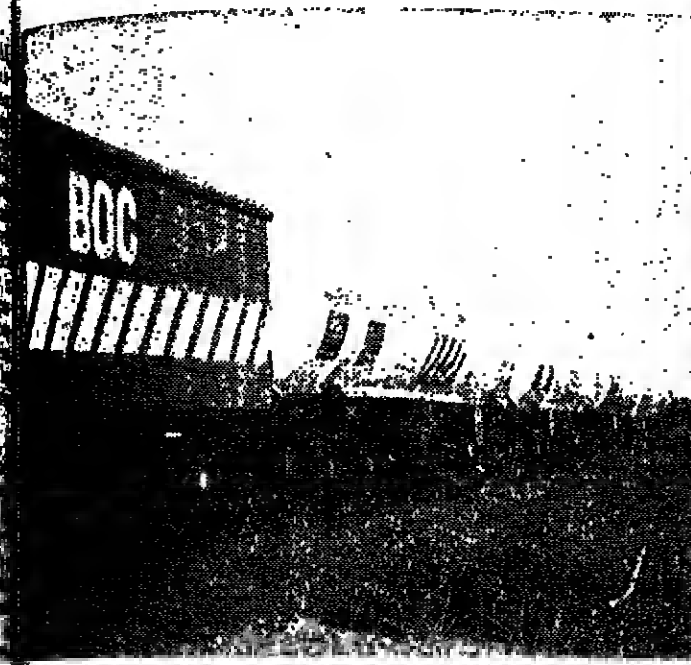
adequate contribution that freight services overall make to the system's development. Steady acceleration and intensification of re-equipment Inter-City passenger services had not stimulated an annual increase of about 10 per cent but reversed the contrary traffic trend, whereas tonnage still contracts. In 1970 (full 1970 figures are not published) BR's fully electrified passenger services, excluding Inter-City, put on £21 million extra revenue; the freight was only £9 million.

A prime factor in this situation is erosion of a slight traffic, coal, down from 147 million tons in 1964 to 119 million tons in 1969 and expected fall another 25 million tons or 10 per cent of current freight activity in the next five years.

Stems solely from the country's recession; BR's traffic offering is still 90 per cent.

In what is left of the market BR is holding its own and in other bulk movement gaining ground. Intensive utilisation of high-capacity, high payload

Continued on next page



GREEMAN ALLEN, Managing editor, Modern Railways

weight vehicles designed for high operation. The competitive economics of railroads, quick turn-around working will be tons glw wagons are per- vening many industries to heavily in rail vehicles and terminals; by 1975 BR is to be moving 25 per cent of their freight in privately owned wagons.

Instrumental too, is the sophistication of BR marketing, which is new industrial development at the drawing board with a fully researched distribution system tailored to the customer's production process and market structure.

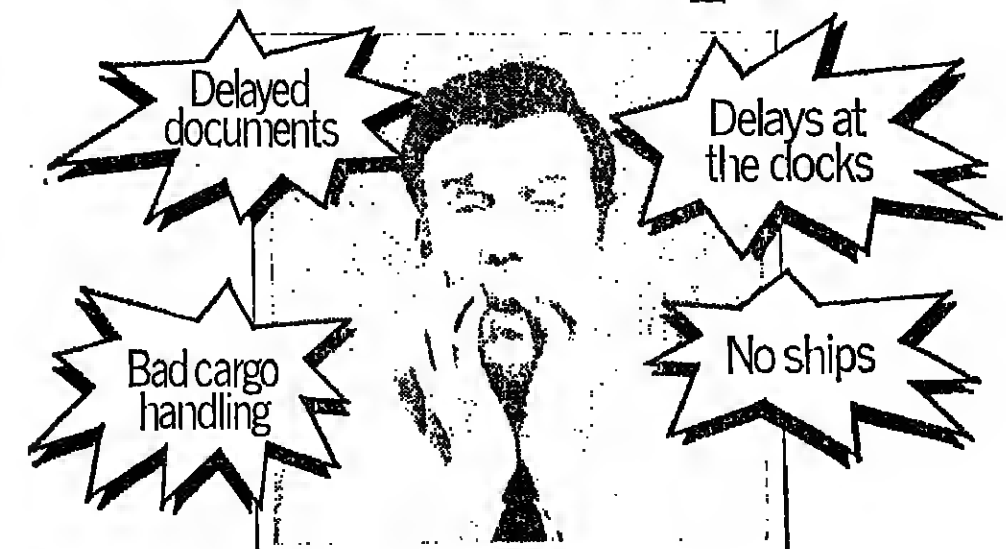
Thus the British Oxygen Co., welded to road, has Plan 70 for high-capacity industrial gas production plants on rail movement to distribution in trainloads of 100-ton tankers. In ten years has trebled its oil traffic through long-term contracts with 15 companies covering 65 per cent of the British market; has sunk over £14 million in rail equipment. APCM's new cement plant at Kidderley, Kent, is fed with man and coal by high-capacity, automatic-discharge hopper in continuous circuit and a week dispatches sixty trains of finished cement to Midlands and Scotland. By 1975 close on 60 per cent of BR freight will flow in 75 per cent of it will move in terminal-to-terminal train-

loads. But the Beeching hope of completing the jigsaw by concentrating on coal tonnage and stopping the drain of merchandise traffic through freightliner growth has not been fulfilled. The 1968 Act's aims to the National Freight Corporation highlighted their very capital cost, routes with need each-way loading to minimise the concept's economic disadvantage was not the universal tool for non-goods; and assessments of the concept's size and tonnage have been substantially scaled down.

Consequently BR is left with a very sizeable element of unprofitable traffic which is not in its traditional pattern. It is mostly moved in obsolescent speed-restricted, low-productivity wagons whose poor service is worsened by too often unreliable, as well as unattractively priced, for the wagonload business.

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Distribution costs represent a hefty chunk of the price paid by the consumer. The £200m. mechanical handling industry is ever seeking new techniques for cutting the consumer's bill.

GETTING GOODS FROM producer to consumer accounts for at least 25 per cent of a product's cost. A large part of that 25 per cent can be directly attributed to storage and materials handling—to the reception, horizontal movement, stacking, order-picking, sorting and vehicle loading and unloading which takes place during distribution. Too often these cost centres are not identified and are lumped together with transport or warehousing. Because they are not identified they tend to escalate.

The challenge which Britain's £200 million mechanical handling industry faces in distribution is to keep those costs down by providing equipment to save space, time and manpower where movement is necessary and to render unnecessary as much movement as possible. The equipment falls into two main groups. Equipment for potential movement and equipment for movement.

Equipment for potential movement consists of methods of forming discrete items or bulk materials into more easily manoeuvrable, stackable, and

MECHANICAL HANDLING

transportable loads. Pallets—wooden or metal load boards of which something like 15 million are made every year in the UK and freight containers—the giant modular boxes usually 20 ft. 30 ft. and 40 ft. long and 8 ft. by 8 ft. in cross section—are the most common.

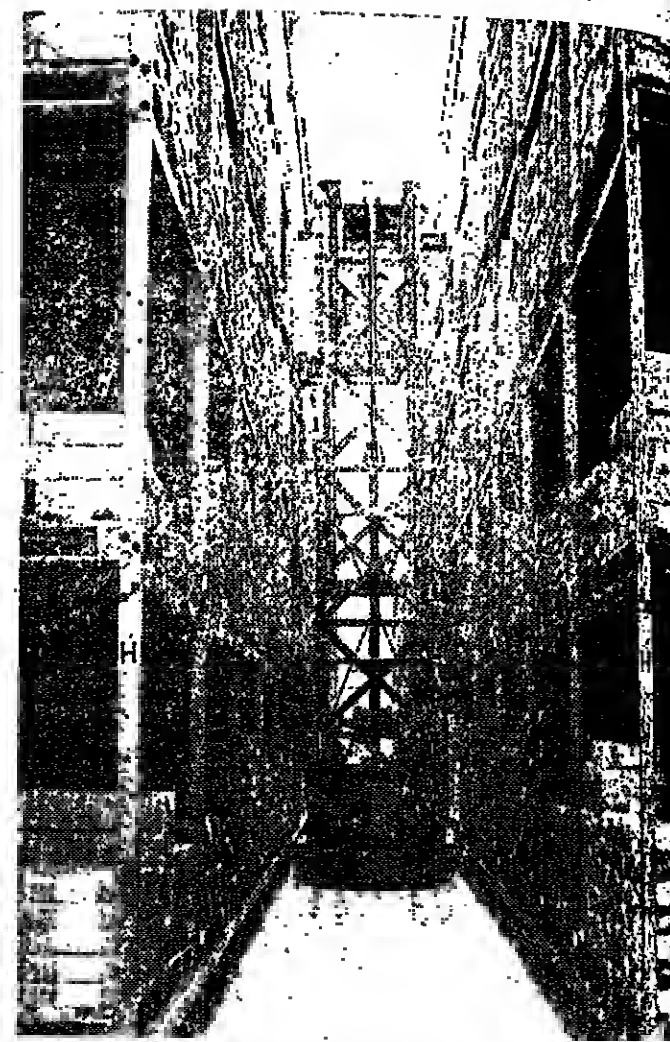
The importance of this type of equipment is that it affects and is affected by the activities of all the stages of storage and transport. A whole series of compromises have to be reached within the chain of activities encompassed, about the size, weight, shape, quantity and strength of the units used and the effect those factors have on the way the goods are stored, transported and marketed.

Equipment designed for the

movement of goods consists of conveyors, industrial trucks, cranes and range of loading aids which help to get pallet and other unit loads in and out of vehicles and freight containers.

The main line of development in this equipment has been towards greater speed of operation, space economy and better serviceability. Forklift trucks can lift transport and position pallets faster and higher and can operate in racking gangways as narrow as 5 ft. A recent development—forklifts which can stack to left or right to heights of nearly 40 ft.—reflects the current interest in saving square footage and using more cubic footage in storage buildings.

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throughputs are called for, the movement of goods through the warehouse is intensified. It may be a call for automated warehouses of the kind used by Boots and of that sort commissioned by the East of England. There are now several automated warehouses in use being built in this country, a great many more in Europe and the USA. They are characterised by their height—may be as high as 100 ft.—and by the presence of computerised control of order picking and pallet movement.

But automation is expensive and it is not often that the vice demands or the scale of

JOE HYAM, editor-in-chief
Mechanical Handling

warehouse operation justify the cost which may be in the region of two or three million pounds.

Whatever type of warehouse is used it is important to realise its part in the total distribution picture. The increasing use of wheeled vehicles which are filled in warehouses loaded on to vehicles, either at shops and wheeled right through the United Nations—shops, reflects the growing importance of this total distribution concept. One German cake and biscuit manufacturer, Bahlsen's, Kake of Hannover, keeps its products in the same wheeled pallets from the end of the production line in their factory till they are delivered to outlets.

The wheeled pallets are transported from the factory to a central store, off-loaded, in a highly mechanised, four levels high, and loaded into four vehicles. The able feature of the way in which a load of pallets can be assembled and loaded in a minute.

The future of distribution will see more of that kind. Planning, ready-talking of units in which goods are stored and transported, has been done for many years.

Cartons to the pallet and to that of shelves and docks used in super-

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BONN AND JERUSALEM

Last month's statement by the countries of the Common Market to the Middle East situation has given a noticeable jolt to relations between the West German Republic and Israel.

There were two awkward features about the statement. The first was that it appeared to give a "blanket" endorsement to the so-called "Rogers Plan," or rather to the interpretation of it which equates the principle of withdrawal with a virtually total Israeli withdrawal from territories occupied in the Six Day War.

The second awkward feature was that the Six should not make a statement on a foreign policy issue altogether remote from their normal concerns.

West Germany should have subscribed to the statement in a more direct manner. For since the appalling horrors of the Nazi era, a sound and, indeed, a healthy relationship has been established between Bonn and Jerusalem. The relationship was in some ways quite unlike that which normally exists between two sovereign States, for it had to take care of half-a-dozen unusual and painful problems of political, social and human nature. The achievement of the relationship is a remarkable success story.

In every field the initiative—at least in an official sense—had to come from the German side. West Germany had to make a start in undoing—as the terrible wrongs committed by the Nazis against the Jewish people, German

had to accept what the President, Theodor Heuss, called a "feeling of mass guilt," as opposed to a feeling of mass guilt.

The German State and the German people had, between

Many Israelis are seriously concerned about West Germany's adherence to the French-sponsored Common Market statement calling for an Israeli withdrawal from the occupied areas. TERENCE PRITTE, the former diplomatic correspondent of The Guardian, writes about the threat to the extra-special relationship between Bonn and Jerusalem.

then, to make whatever restitution was possible in a material sense. Finally, normal relations, or at least relations as normal as possible, had to be created between the Federal Republic and Israel.

The first concrete action was taken at a human level. In 1951 Erich Lueth, Rudolf Kuestermeyer and Professor Franz Boehm formed a group under the name of "Friendship with Israel," which set out to inform the German people about what had been done to the Jews and to establish the first tenuous links with the inhabitants of Israel.

Chancellor Konrad Adenauer took up the task of reconciliation in December, 1951, when he met Dr. Nahum Goldmann in London's Claridge's Hotel. Out of this meeting sprang the first coherent efforts of the Bonn Government to make restitution to the Jewish people. The result was the Luxembourg Agreement on German Indemnities to Israel, which produced 3,450 million marks for aid in the resettlement in Israel of 380,000 European Jews.

The Agreement was ratified by the West German Parliament, but only with some difficulty. Adenauer had to take the, for him, unwelcome step of making common cause with his Social Democratic opponents.

It has been necessary, in order to win Israel's trust, for the West Germans to show that Nazism really is dead in their country. Neo-Nazi parties have come and gone during the past

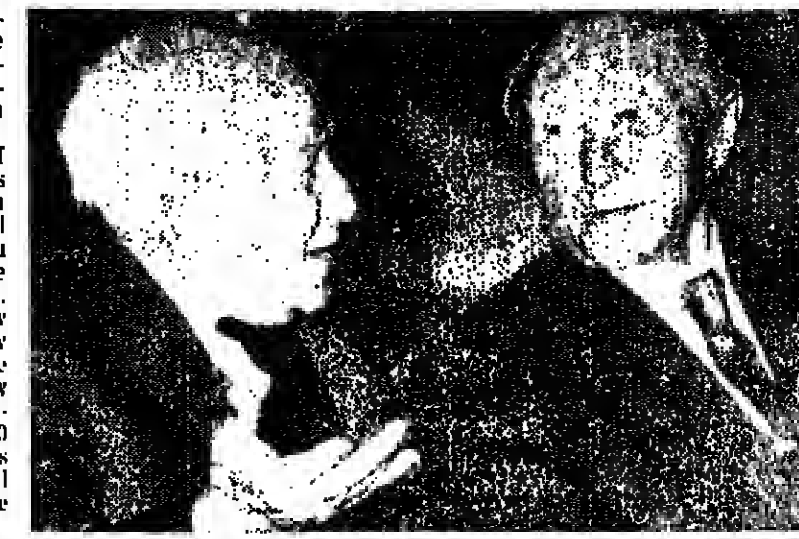
Free Democratic and German Party coalition allies were largely opposed to the Agreement; so was a right-wing section of his own Christian Democratic Party.

Next came the question of restitution to individual Jews who had suffered bitterly from Nazi persecution. Provisional arrangements for restitution were superseded in 1956 by the Federal Law on Compensation. The implementation of this law has occasionally been dilatory—German law courts can be very bureaucratic—but by 1968 the sums paid out to individual Jews topped 30,000 million marks. Dr. Goldmann has estimated that the total final amount paid out will be more than 50,000 million marks.

The problem of war crimes was an integral part of the Nazi legacy and had to be dealt with. Initially the almost unanimous feeling in Germany was to want to forget about Nazi crimes. Initially, too, war crimes were an Allied responsibility, and Allied courts passed sentence on more than 16,000 Germans.

When, early in 1958, German courts staged their first war crimes trials they were desperately short of the necessary documentation. In the winter of 1958-59 the Federal Republic founded its own war crimes office at Ludwigsburg and got down to serious work. Since then 77,000 individual investigations have been carried out, about 60,000 cases disclosed and about 7,000 sentences passed. About 2,000 cases of groups of criminals have been investigated—the "Auschwitz trial" was an outstanding example—and three-quarters of these have now been dealt with.

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Adenauer and Ben-Gurion who wrote a new chapter in Germany's relations with Israel

20 years. The Bonn Government banned the Socialist Reich Party in 1952. It was right to do so; there were a great many ex-Nazis still "in business" and still with plenty of drive left. The Federal Government did not ban the National Democratic Party when it apparently became a danger in 1960-67. Again, it was right; the ex-Nazis had already shot their bolt. In provincial elections this year and last the NBP vote has fallen from about 7 per cent to under 3 per cent.

Violent Right-wing extremism has been killed by kindness, in the shape of tolerance and reasoned disapproval. Today there are still 88 extremist Right-wing groups, with about 30,000 members; but it may be that the "New Left" will be more of a problem for a West German parliamentary democracy. There are about 250 extremist Left-wing groups, with a total of over 80,000 members, and a far more active "underground press" than that of the neo-Nazis. The West German "New Left" could turn

into the advance guard of the "anti-Zionist axis" of Moscow, Warsaw and East Berlin.

It is only since Dr. Adenauer's retirement in 1963 that full diplomatic relations were established between Bonn and Jerusalem. But Dr. Adenauer sponsored the 1957 arms agreement (Dres-Strauss), under which West Germany bought Israeli machine-guns, mortars and small arms; and the 1960 financial agreement which produced West German backing for Negev development projects. West German goodwill has not been lacking.

The statement of the Six on the Middle East should not be allowed to become a serious setback in West German-Israeli relations. It was not a formal resolution nor, as the West German Foreign Minister, Walter Scheel, has explained, a model "recipe" for peace in the Middle East. Mr. Scheel is due to visit Israel in late July. Additional clarification can wait until then in the knowledge that a firm friendship between West Germany and Israel already exists.

PERSONAL OPINION

ere experimenting with artificial meat and are shortly to market a steak which, though fashioned out of broad beans, is claimed to be every bit as succulent as the real thing.

Would it not be nice to banish meat from our kitchens? Life would become less restrictive, and its expenses less prohibitive—no double acts of crockery and cutlery, no double sink-units. Our kitchens could become smaller for a start. We would also be able to claspens with the whole network of shechita boards, kashrut commissions, kedassia commissions and their attendant hierarchy of watchers, keepers and supervisors.

Or would we?

When I was a boy one only bad shomrim in butcher shops. Now they have them in bakers. Soon we shall be having them in greengrocers and even laundrettes. (How laundrettes? Well, in certain circumstances, your woollen underwear could merge with your linen tablecloth and, before you know what's happened you're wearing shatzet. Unlikely? Well, it's even less likely that your baker will use cow's milk in his cream-puffs.)

Once the broad bean steak becomes an actuality I can imagine some learned sage publishing a responsum to show that broad beans were at one time employed in some dark Baalish rite and, as such, are not kosher, or that they can only be made kosher by using cow's milk in their cream-puffs.

Perhaps best given for their artificial fibres

that even then, the hind part of the been must be purged of core us.

Ecclesiastical authorities make it their business to keep themselves in business.

The group tours arranged by the various Zionist societies and the Mizrahi Federation are bargains, but they nearly all have one built-in hazard—pep-talks.

Some groups have been treated to a pep-talk on Israel, its meaning and achievements, even as they assembled in Lydda customs hall, though most have had to wait till they visited the Herzl Room in the Jewish Agency building in Jerusalem or have been taken on some treecplanting ceremony—though, of course, anyone who goes treecplanting is asking for a pep-talk.

Mizrahi travellers have to face the added hazard of a guided tour of Hechal Shlomo (which is worth 30 seconds of anyone's time) and a 30-minute oration from the director, Mr. Maurice Jaffe.

Mr. Jaffe is not the only, or even the worst, offender. Jerusalem is full of people who have resigned from the ministry but who have, so to speak, taken their pulpit with them, and they lurk in dark corners with unsheathed sermons under their cloaks.

There is no way in which the unwary traveller can be protected from their importunities.

BEN AZAI

ASK THE RABBI

Is it permitted to call a woman to the Reading of the Law?

Contrary to what is generally assumed, there is no objection to a woman who has her period coming near to the Sefer Torah (see Berachot 42a), so whatever reason there is to prevent a woman being called to the Reading of the Law this is not it. We find the following in the Talmud (Megilla 23a): "Our rabbis taught: All are qualified to be among the seven called to the Torah on the Sabbath, even a nubile and even a woman, only the sages said that a woman should not read in the Torah out of respect for the congregation."

(The Shulchan Aruch, Orach Chayim 282, 3, quotes this version.) If the sages say that a woman should not read in the Torah what is the significance of the first statement that all are qualified to be among the seven—even a woman? This would seem to suggest that, while the sages frowned on it, there is no actual legal objection to a woman being called to the reading.

What is the meaning of "out of respect for the congregation?" Some authorities understand it in this way. In olden days, it is well-known, those called to the Torah (not having it read for them by the Reader as we do nowadays). Consequently, for a woman to read and

thereby demonstrate her superior knowledge of Hebrew to that of the men in the congregation would be a source of embarrassment for the latter. Out of "respect for the congregation" we do not encourage a situation in which one could say that the learned woman abhors up the unlearned men.

It is even possible that the apparent contradiction in our source between the first and last section can be solved by suggesting that where there is no option, i.e. where there are insufficient men who can read, then women may read. Indeed, some authorities in the Middle Ages ruled that in a congregation composed entirely of Cohanim the first *niyya* should be given to one of the Cohanim but all the rest should be given to women!

Consequently, the main reason why Orthodox congregations do not allow women to be called to the Reading of the Law is solely because it is traditional, as it undoubtedly is in some Conservative congregations in the United States where women are called to the Reading of the Law (girls when they are Batmitzveh and other women from time to time) on the grounds that nowadays, when in any event the actual reading is done by the special reader, there is no objection to an *alija* being given to women.

LONDON, W.1. LONDON, S.W.1.



A.M.E. VACANCES FRANCAISES

[illegible]

junior chronicle

Why are you always so bored?

asks Rima Roland

Have you noticed that one of the most common words in our language today is "bored"? Young people in particular always seem to be bored. Bored if they haven't something to do that they like doing every minute of their lives.

Why do you think this is? It does seem that too much time is spent saying how bored they are, so much in fact that if you add all this time together they could have been doing something really worth while and interesting.

Do you think there is any need to be bored? Do you think life is uninteresting? Do you think boredom is a necessity? If you are bored have you ever wondered what you could be doing to help yourself? Have you

ever thought how much you could do to help other people, how much they could benefit from some of your time? Much happiness can be derived from helping other people.

There are many groups and clubs that you could join, which would probably be glad to adopt some of your ideas. Whatever your main interest, you may well find an outlet for it in JYVS, Task Force, Scouts or Guides as well as youth clubs which can help you to channel your ideas in an advantageous direction.

You have to look for things that you enjoy—they won't just come to you—and in co-operation with other people you may find more interest in subjects that you never even knew

existed. Have a think about it. Meanwhile, honestly, how much time do you or your friends spend being bored? How hard do you try to solve the problem? Do you worry your parents ally by lolling around? If so, get up and do something worth while.

Who do you think it is to blame for your boredom? Could it possibly be you? Fault?

We hope you will find a solution and, when you do, write and tell us about it. Our readers would be interested and maybe through these columns you will make new friends who have all sorts of bright ideas for getting the most out of life, and above all doing away with boredom.



A young immigrant in Israel struggles over the Hebrew alphabet

Hendon Synagogue is organising an "It's a synagogue knock-out competition" (on the lines of the BBC Television programme) on September 5, 1971. The competition is open to all synagogues, which are invited to enter eight persons (four boys

and four girls); all of whom must have been under 13 on May 1 of this year. Only the first 15 synagogues which apply will be accepted. Applications should be sent to Mr Arnold Epstein, c/o Hendon Synagogue, Raleigh Close, NW4.

COOKERY

Summer sauces

EVELYN ROSE

Simple summer foods like fresh fruits and young vegetables take on a new glamour when their flavours are highlighted with an interesting sauce. I put these sauces, whether sweet or savoury, in the refrigerator.

HOT CHOCOLATE SAUCE

This has a slightly bitter-chocolate flavour. It makes an ideal accompaniment for "Pures Belle Helene" and, if puree ice cream is used, ideal for a dessert after a meat buffet.

Ingredients
1 lb. plain dessert chocolate;
6 oz. hot coffee (8 fl. oz. water and 2 level teaspoons instant coffee);
good unit of butter (or margarine) after it melt (melt); 1-2 oz. caster sugar, depending on how sweet you like it; 2 teaspoons rum or brandy.

Method
Put the coffee in a small pan. Cut up the chocolate, then melt in the coffee over gentle heat, stirring constantly until melted. Remove from the heat and stir in the spirit and the butter or margarine. Serve warm. Store in a sterilized container in the bottom of the refrigerator.

To reheat, put in serving dish and stand in a pan of simmering water until warm. The sauce can

also be served cold. Serve over ice cream. Plenty for 6 to 8.

FRESH RASPBERRY SAUCE

Like the chocolate sauce, this one has no artificial thickening, so that it is light and smooth on the palate. It can also be made most successfully with unsweetened, frozen raspberries.

Ingredients
1 lb. ripe raspberries; 1 lb. granulated sugar.

Method
If fruit is frozen, allow to soften. Push fruit through a sieve (a vegetable and fruit mill like the "Moulin" is ideal). Put into the blender with the sugar. Switch on for a total of three minutes, turning off in between each minute to avoid overheating the motor. By then the mixture should be thickened with no sign of sugar grains.

Without a blender, a similar effect can be achieved by whisking for ten minutes, but I do not think it worth the trouble.

Use it for a "pêche mûre" as a flavouring for the children's milk shakes, or as the basis for an ice cream or soufflé. (You will be able to make a pint of puree from these amounts.) Keeps for 2 or 3 weeks in the refrigerator, indefinitely in the freezer.

PEN FRIENDS

Replies to pen-friend requests should be sent care of the Editor, Junior Chronicle.

CARON BARNETT (Hornchurch, Essex), boy aged 14-15, living anywhere. Interests: Pop music, photography and reading.

NEW MEMBERS

A hearty welcome is extended to: Carole M. Dein, 8 (Finchley, London); Alan M. Dein, 9 (Finchley, London); Carolina Rhodes, 15 (Harrow, Middlesex).

YOUNG ISRAEL LEAGUE

My name is
My address is
My age is 11/6/71
I enclose PO 10p for a badge.
Send the coupon to Junior Chronicle, Jewish Chronicle,
25 Farnival Street, London, EC4A 3JT

Around London

A bed in memory of Mr Dick Harris and Mr H. Hyams, who both had been prominent members of the United Jewish Friendly Society's Edgware Lodge 117, was consecrated at the Selwyn Conventual Home, Eastbourne, which belongs to the society. Before the ceremony, the service in the synagogue was conducted by the Rev Saul Anias who gave the address.

Mr Hugh Rossi, MP for Hornsey; Mr Norman Atkinson, MP for Tottenham; Mrs Joyce Butler, MP for Wood Green; and Mr Eytan Ruppin, Minister at the Israeli Embassy formed the panel of speakers at the inaugural meeting of the Harrogate Anglo-Israel Friendship League, held at the House of Commons. The meeting was attended by clergymen, councillors, civic leaders and representatives of the major Jewish organisations. Mr Norman Cohen presided.

Dr Gilliland described the appearance of a first-century scroll he had himself personally dug up at Masada where he addressed the Anglo-Israel Friendship League of Enfield. The same evening another group of the league, that of Chelsea and Kensington, heard Mr Max Mader describe life in a kibbutz.

The Hounslow Synagogue was crowded for the second Rosh Chayil ceremony to be held by the



Newsbriefs

Alison Murray, 15, above, of Stanmore was only the second member of the 11th Edgware guide pack to gain the Queen's award. The award was presented to her at Edgware Reform Synagogue by the divisional commissioner, Mrs J. Hawthorne. Alison is a pupil of South Hampstead High School for girls. She is at the moment working for "Q" levels.

Bnei Akiva is to hold a sponsored walk on July 18. The aim is to buy an ambulance for Israel. The walkers will tour London parks and will get sponsored for every gate they pass through. Last year 65 walkers managed to raise £450. Perhaps even more can be raised this year. Sponsor forms from Bnei Akiva, 276 Willesden Lane, NW2.

Eleven- and -n-half-year-old Gary Selby was the only Jewish boy in the Park Lane primary school football team which won

the Brent Cup. He is the goalkeeper and he recently won medal engraved with words "Brent School Football Association".

This week he will be the high jump and championship at Hendon Athletic. He has also received seven certificates from his synagogue, two

Junior lifeline supported

Junior Chronicle readers are interested to learn that pupils of the Rosh Pines in Edgware have enthusiastically adopted a social welfare project and have formed a Junior Lifeline of Life-Line for the Jerusalem. This is an organization run by volunteers of Israeli capital for the relief and welfare of its needy people.

The headmaster of Bnei Beekman, has given permission to the junior club, organised by Adam Marks, to use their hall for their first fund-raising effort—a jumble sale.

They will also make an illustration of the work of Life-Line and present a film. Adam Winton would be interested in joining his own.

SCOUTS & GUIDES

A joint Jewish Scout and Guide camp was held at Middlesex, attended by 800 Scouts and guides from London and the surrounding area.

The programme included active sessions where they tried different things ranging from clay modelling to country dancing to archery, light-roping walking. Also included was a sports programme on the lines of the BBC "It's a Knock-Out". The highlight of this was a Wellington race where the Wellingtons raced against clock to fill a bath.

succeeded by withdrawal to indefensible positions and refusals to negotiate.

"Israel and its policies" was the title of a discussion at the Anglo-Cricklewood. The speaker was Mr Ian Mikardo, MP, and the discussion was moderated by Mr John Labor, who had been to Israel as a member of the Labour Friends of Israel Mission. Mr Reginald Preece presided.

Lord Soper addressed a group of Jews and Christians at a meeting on "The ethics of the Rosh R. Dr B. Joseph, QC, Mr John Lawrence, QC, Mr Richard, were among the participants in the discussion.

The New London Ladies' Committee held their annual spring luncheon. The speaker was Mr Reginald Preece, who addressed the group on "The ethics of the Rosh R. Dr B. Joseph, QC, Mr John Lawrence, QC, Mr Richard, were among the participants in the discussion.

Chief Rabbi Jakobovits gave an address at a B'nai B'rith luncheon club meeting, at Hillel House, Euston, devoted to the theme "Unity and diversity in the Anglo-Israel community." Emeritus Chief Rabbi, Sir Israel Brodie, presided.

At a meeting of Enfield District Anglo-Israel Friendship League a resolution was passed unanimously calling on the British Government to refuse capitulation to current Arab demands "for increased pressure on Israel to commit national

CLUB ACTIVITIES, ETC.

SATURDAY, JUNE 12

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Donation 50p members; 40p non-members.

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Trudy 340 0863

Peter 586 2030

Transport:

Richard 828 6934

Trudy 340 0863

Peter

Classified Announcements

Phone 405 9252

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				GOLDEN WEDDINGS
				GOULD—Alice and Sackey Gould (née Seim),

Unclassified advertisements will be found on page 28

BIRTHS

ENGAGEMENTS

STOLLER r GAGGERD.—We are
resumes the agreement bet

WINBERD ; JDEPH.—The engagement announced between Derek, son

FOR THE COMING MARRIAGES

MARRIAGES

SILVER WEDDING

RODMAN.—Walla and Anita (bare) are happy to announce engagement of their son.

gladly announce the 25th anniversary of their happy marriage celebrated on

PEARL WEDDING

Deaths—(continued)

SHOWROOMS OPEN
WEEKDAYS 9:30 A.M.-5:30 P.M.
SUNDAYS 10 A.M.-2 P.M.

Deaths—(continue)

Yonnie and Debra M. the loss of a child. Albert Harvath, who was from the Consistors, Algebin Jews, general district of the Khet and French, also mentioned the funeral May 28, at the cemetery. He described it as a catastrophe, and

(continued)

[illegible]

Dentist _____ (continued)

thoughts. May her dear soul rest in peace.
— Belle, Danny, Joe, Susan and Michael
Rogers, 84 Loveland Gardens, Clayhall,
Ilford.

Russell. — Hans. We deeply mourn the passing
of our dear sister and aunt, May,
who died of lung cancer in peace. — Golden and
Marjorie Bordall, 49 Wellington, Tarry,
Troy and Lita, Hamden.

Yvonne. — I can't believe
that I have lost
in the thought of
son, Jeffrey, dear
grandchildren, ex-
actly 18 years.
— friends, God rest
Yvonne's soul,
Valerie Court.

Continued

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on 11-14-68, 11-15-68, 11-16-68, 11-17-68, 11-18-68, 11-19-68, 11-20-68, 11-21-68, 11-22-68, 11-23-68, 11-24-68, 11-25-68, 11-26-68, 11-27-68, 11-28-68, 11-29-68, 11-30-68, 12-1-68, 12-2-68, 12-3-68, 12-4-68, 12-5-68, 12-6-68, 12-7-68, 12-8-68, 12-9-68, 12-10-68, 12-11-68, 12-12-68, 12-13-68, 12-14-68, 12-15-68, 12-16-68, 12-17-68, 12-18-68, 12-19-68, 12-20-68, 12-21-68, 12-22-68, 12-23-68, 12-24-68, 12-25-68, 12-26-68, 12-27-68, 12-28-68, 12-29-68, 12-30-68, 12-31-68, 1-1-69, 1-2-69, 1-3-69, 1-4-69, 1-5-69, 1-6-69, 1-7-69, 1-8-69, 1-9-69, 1-10-69, 1-11-69, 1-12-69, 1-13-69, 1-14-69, 1-15-69, 1-16-69, 1-17-69, 1-18-69, 1-19-69, 1-20-69, 1-21-69, 1-22-69, 1-23-69, 1-24-69, 1-25-69, 1-26-69, 1-27-69, 1-28-69, 1-29-69, 1-30-69, 1-31-69, 2-1-69, 2-2-69, 2-3-69, 2-4-69, 2-5-69, 2-6-69, 2-7-69, 2-8-69, 2-9-69, 2-10-69, 2-11-69, 2-12-69, 2-13-69, 2-14-69, 2-15-69, 2-16-69, 2-17-69, 2-18-69, 2-19-69, 2-20-69, 2-21-69, 2-22-69, 2-23-69, 2-24-69, 2-25-69, 2-26-69, 2-27-69, 2-28-69, 2-29-69, 2-30-69, 3-1-69, 3-2-69, 3-3-69, 3-4-69, 3-5-69, 3-6-69, 3-7-69, 3-8-69, 3-9-69, 3-10-69, 3-11-69, 3-12-69, 3-13-69, 3-14-69, 3-15-69, 3-16-69, 3-17-69, 3-18-69, 3-19-69, 3-20-69, 3-21-69, 3-22-69, 3-23-69, 3-24-69, 3-25-69, 3-26-69, 3-27-69, 3-28-69, 3-29-69, 3-30-69, 3-31-69, 4-1-69, 4-2-69, 4-3-69, 4-4-69, 4-5-69, 4-6-69, 4-7-69, 4-8-69, 4-9-69, 4-10-69, 4-11-69, 4-12-69, 4-13-69, 4-14-69, 4-15-69, 4-16-69, 4-17-69, 4-18-69, 4-19-69, 4-20-69, 4-21-69, 4-22-69, 4-23-69, 4-24-69, 4-25-69, 4-26-69, 4-27-69, 4-28-69, 4-29-69, 4-30-69, 5-1-69, 5-2-69, 5-3-69, 5-4-69, 5-5-69, 5-6-69, 5-7-69, 5-8-69, 5-9-69, 5-10-69, 5-11-69, 5-12-69, 5-13-69, 5-14-69, 5-15-69, 5-16-69, 5-17-69, 5-18-69, 5-19-69, 5-20-69, 5-21-69, 5-22-69, 5-23-69, 5-24-69, 5-25-69, 5-26-69, 5-27-69, 5-28-69, 5-29-69, 5-30-69, 5-31-69, 6-1-69, 6-2-69, 6-3-69, 6-4-69, 6-5-69, 6-6-69, 6-7-69, 6-8-69, 6-9-69, 6-10-69, 6-11-69, 6-12-69, 6-13-69, 6-14-69, 6-15-69, 6-16-69, 6-17-69, 6-18-69, 6-19-69, 6-20-69, 6-21-69, 6-22-69, 6-23-69, 6-24-69, 6-25-69, 6-26-69, 6-27-69, 6-28-69, 6-29-69, 6-30-69, 7-1-69, 7-2-69, 7-3-69, 7-4-69, 7-5-69, 7-6-69, 7-7-69, 7-8-69, 7-9-69, 7-10-69, 7-11-69, 7-12-69, 7-13-69, 7-14-69, 7-15-69, 7-16-69, 7-17-69, 7-18-69, 7-19-69, 7-20-69, 7-21-69, 7-22-69, 7-23-69, 7-24-69, 7-25-69, 7-26-69, 7-27-69, 7-28-69, 7-29-69, 7-30-69, 7-31-69, 8-1-69, 8-2-69, 8-3-69, 8-4-69, 8-5-69, 8-6-69, 8-7-69, 8-8-69, 8-9-69, 8-10-69, 8-11-69, 8-12-69, 8-13-69, 8-14-69, 8-15-69, 8-16-69, 8-17-69, 8-18-69, 8-19-69, 8-20-69, 8-21-69, 8-22-69, 8-23-69, 8-24-69, 8-25-69, 8-26-69, 8-27-69, 8-28-69, 8-29-69, 8-30-69, 8-31-69, 9-1-69, 9-2-69, 9-3-69, 9-4-69, 9-5-69, 9-6-69, 9-7-69, 9-8-69, 9-9-69, 9-10-69, 9-11-69, 9-12-69, 9-13-69, 9-14-69, 9-15-69, 9-16-69, 9-17-69, 9-18-69, 9-19-69, 9-20-69, 9-21-69, 9-22-69, 9-23-69, 9-24-69, 9-25-69, 9-26-69, 9-27-69, 9-28-69, 9-29-69, 9-30-69, 10-1-69, 10-2-69, 10-3-69, 10-4-69, 10-5-69, 10-6-69, 10-7-69, 10-8-69, 10-9-69, 10-10-69, 10-11-69, 10-12-69, 10-13-69, 10-14-69, 10-15-69, 10-16-69, 10-17-69, 10-18-69, 10-19-69, 10-20-69, 10-21-69, 10-22-69, 10-23-69, 10-24-69, 10-25-69, 10-26-69, 10-27-69, 10-28-69, 10-29-69, 10-30-69, 10-31-69, 11-1-69, 11-2-69, 11-3-69, 11-4-69, 11-5-69, 11-6-69, 11-7-69, 11-8-69, 11-9-69, 11-10-69, 11-11-69, 11-12-69, 11-13-69, 11-14-69, 11-15-69, 11-16-69, 11-17-69, 11-18-69, 11-19-69, 11-20-69, 11-21-69, 11-22-69, 11-23-69, 11-24-69, 11-25-69, 11-26-69, 11-27-69, 11-28-69, 11-29-69, 11-30-69, 12-1-69, 12-2-69, 12-3-69, 12-4-69, 12-5-69, 12-6-69, 12-7-69, 12-8-69, 12-9-69, 12-10-69, 12-11-69, 12-12-69, 12-13-69, 12-14-69, 12-15-69, 12-16-69, 12-17-69, 12-18-69, 12-19-69, 12-20-69, 12-21-69, 12-22-69, 12-23-69, 12-24-69, 12-25-69, 12-26-69, 12-27-69, 12-28-69, 12-29-69, 12-30-69, 12-31-69, 1-1-70, 1-2-70, 1-3-70, 1-4-70, 1-5-70, 1-6-70, 1-7-70, 1-8-70, 1-9-70, 1-10-70, 1-11-70, 1-12-70, 1-13-70, 1-14-70, 1-15-70, 1-16-70, 1-17-70, 1-18-70, 1-19-70, 1-20-70, 1-21-70, 1-22-70, 1-23-70, 1-24-70, 1-25-70, 1-26-70, 1-27-70, 1-28-70, 1-29-70, 1-30-70, 1-31-70, 2-1-70, 2-2-70, 2-3-70, 2-4-70, 2-5-70, 2-6-70, 2-7-70, 2-8-70

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